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FRIDAY, MARCH 17, 1961
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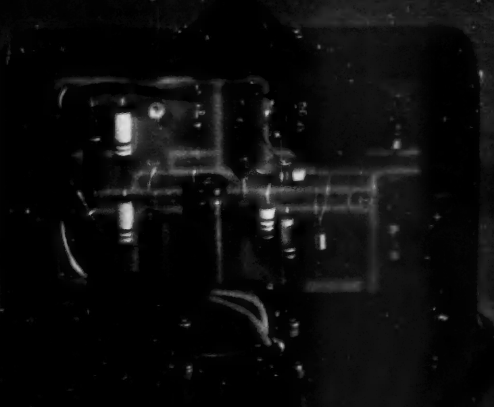
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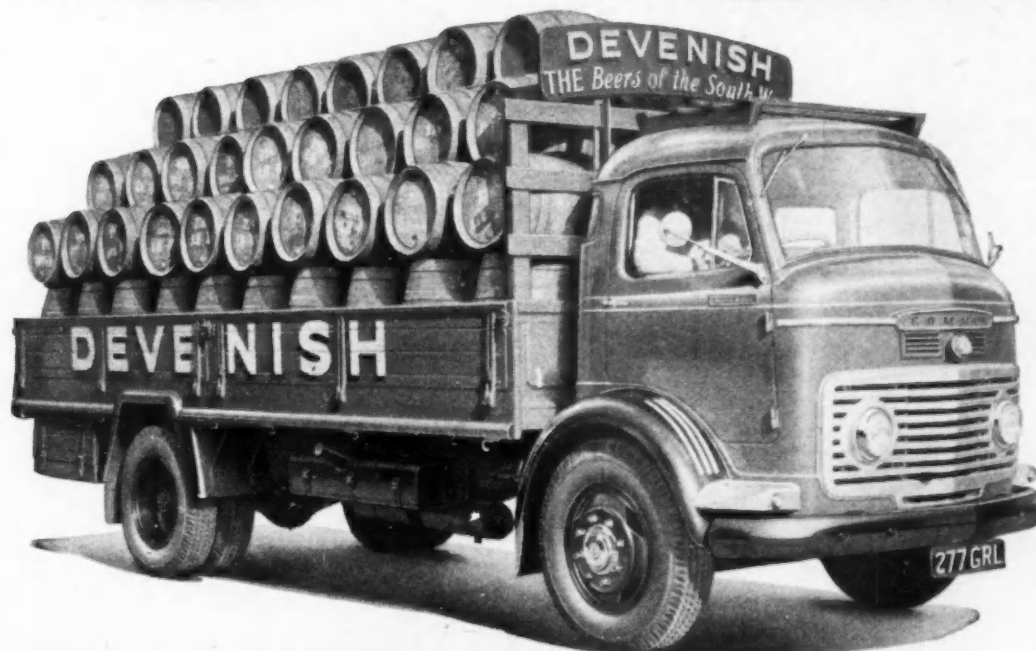
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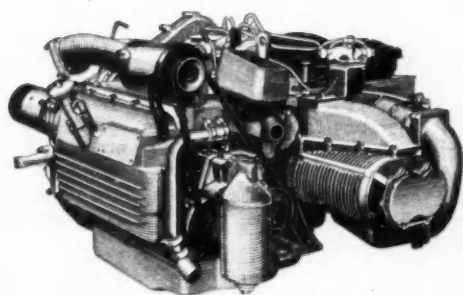
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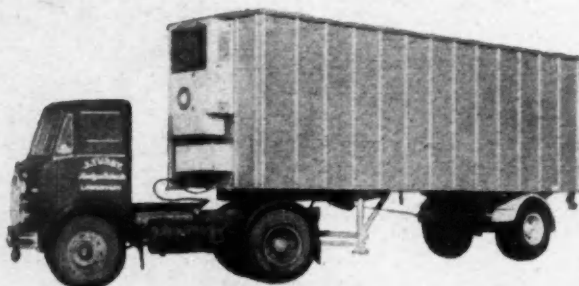
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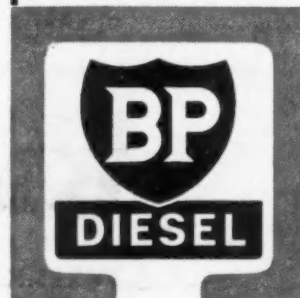
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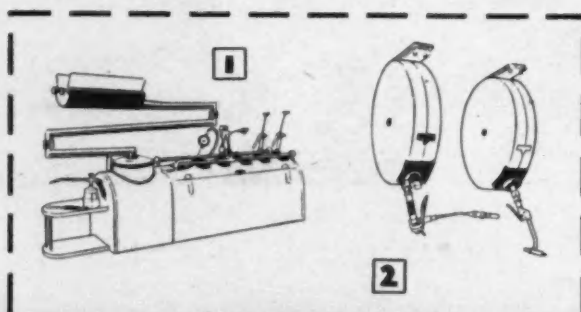
Passenger Pastry gives soothing advice to Mechanic Pastry, swinging on the starter of a 1903 De Dion-Bouton from the Montagu Motor Museum. This single-cylinder, 6 h.p. Model Q was driven on last year's Brighton Run by Reg Pound.



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Garages and Service Stations everywhere have proved the *engineering excellence* and time-saving qualities of Kismet "Golden Standard" lubrication equipment. Standardise on the "Golden Standard" range. You'll give *better service* with KISMET.

Photograph left. Single Post Lift—available in flush-fitting, drive-on, and frame contact (wheel-free) types.

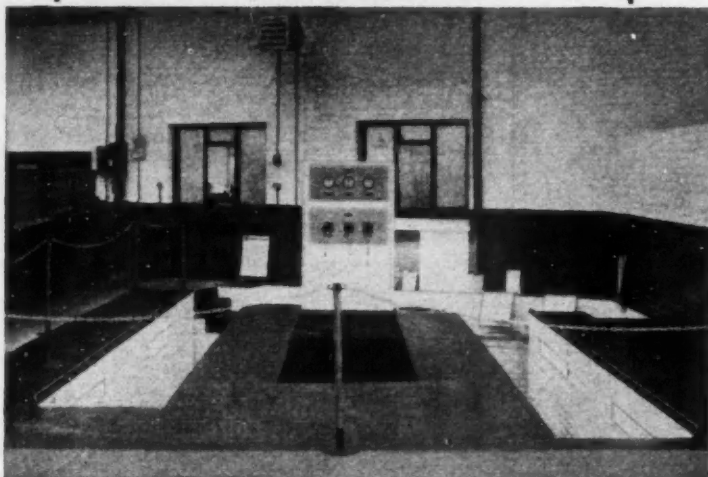
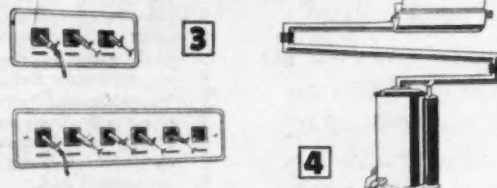


Photo: courtesy of Minarie Garage, Darlington



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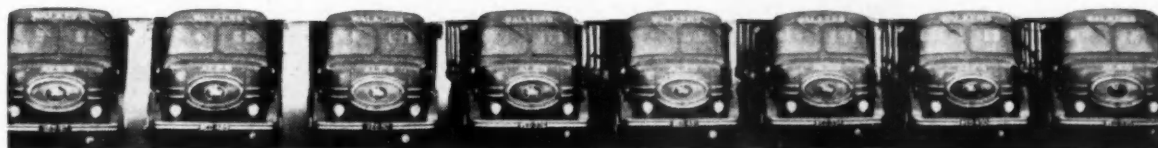
(Member of the Cape Asbestos Group of Companies)

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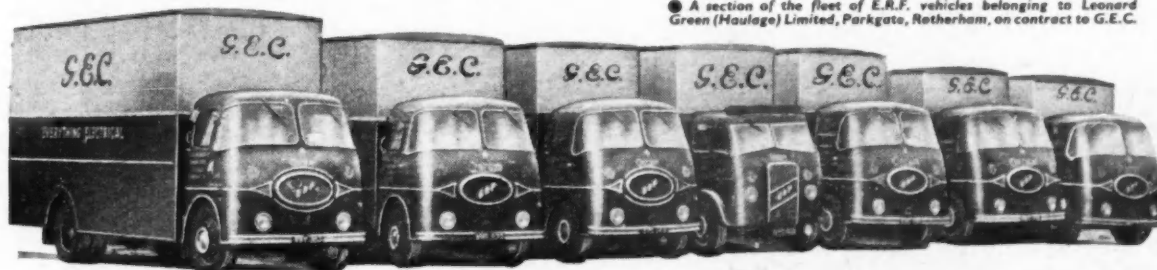
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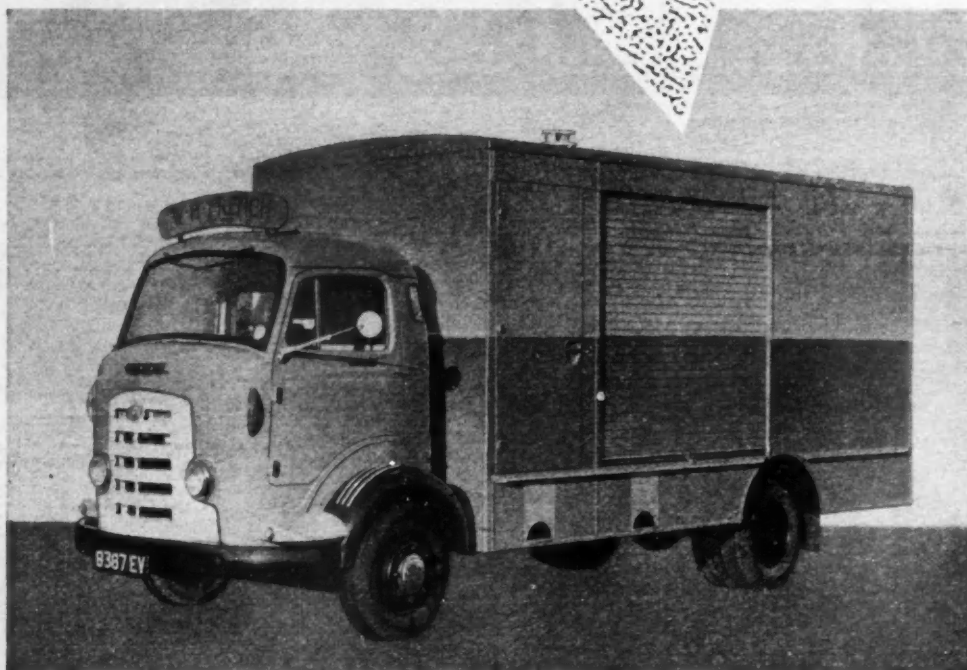
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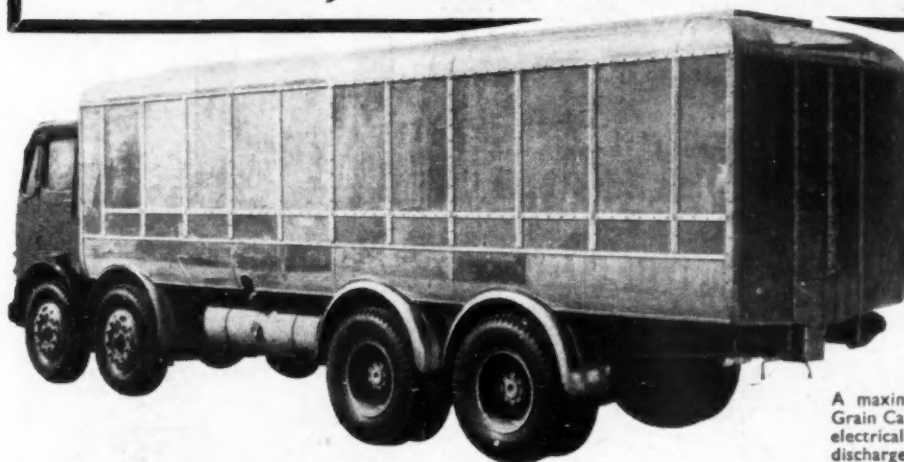
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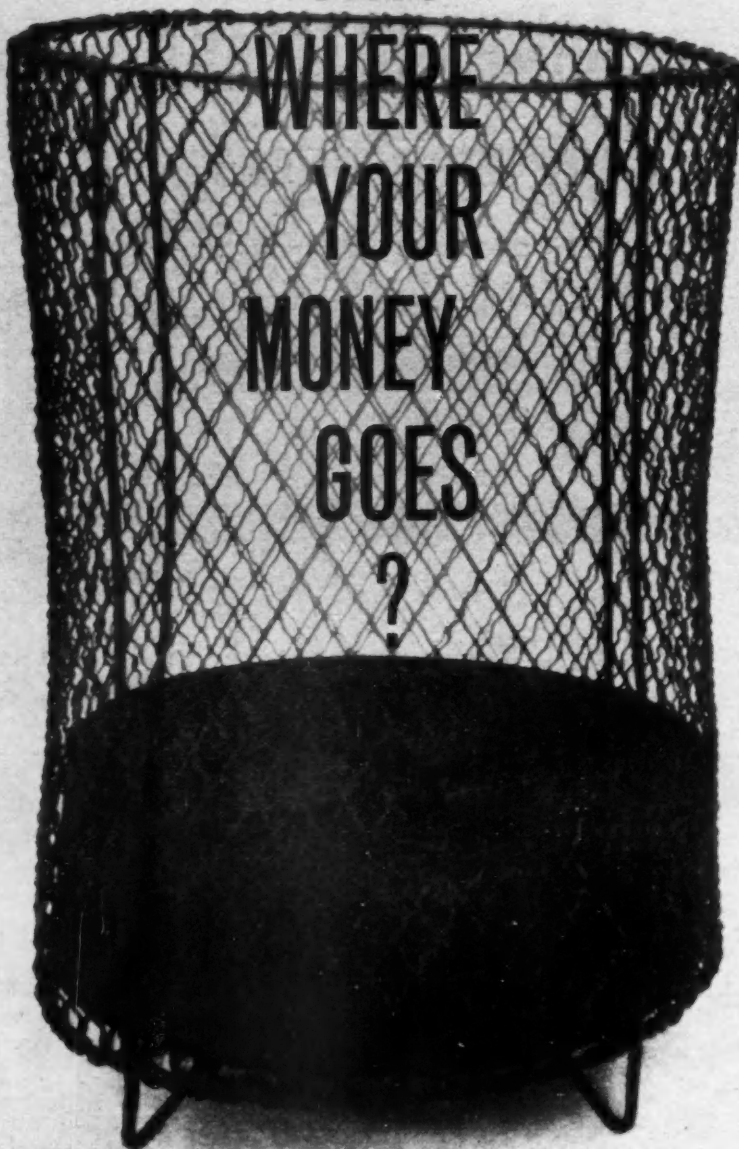
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says **Mr. W. E. Lunnon**, Transport Manager, the Tunnel Portland Cement Co. Ltd.

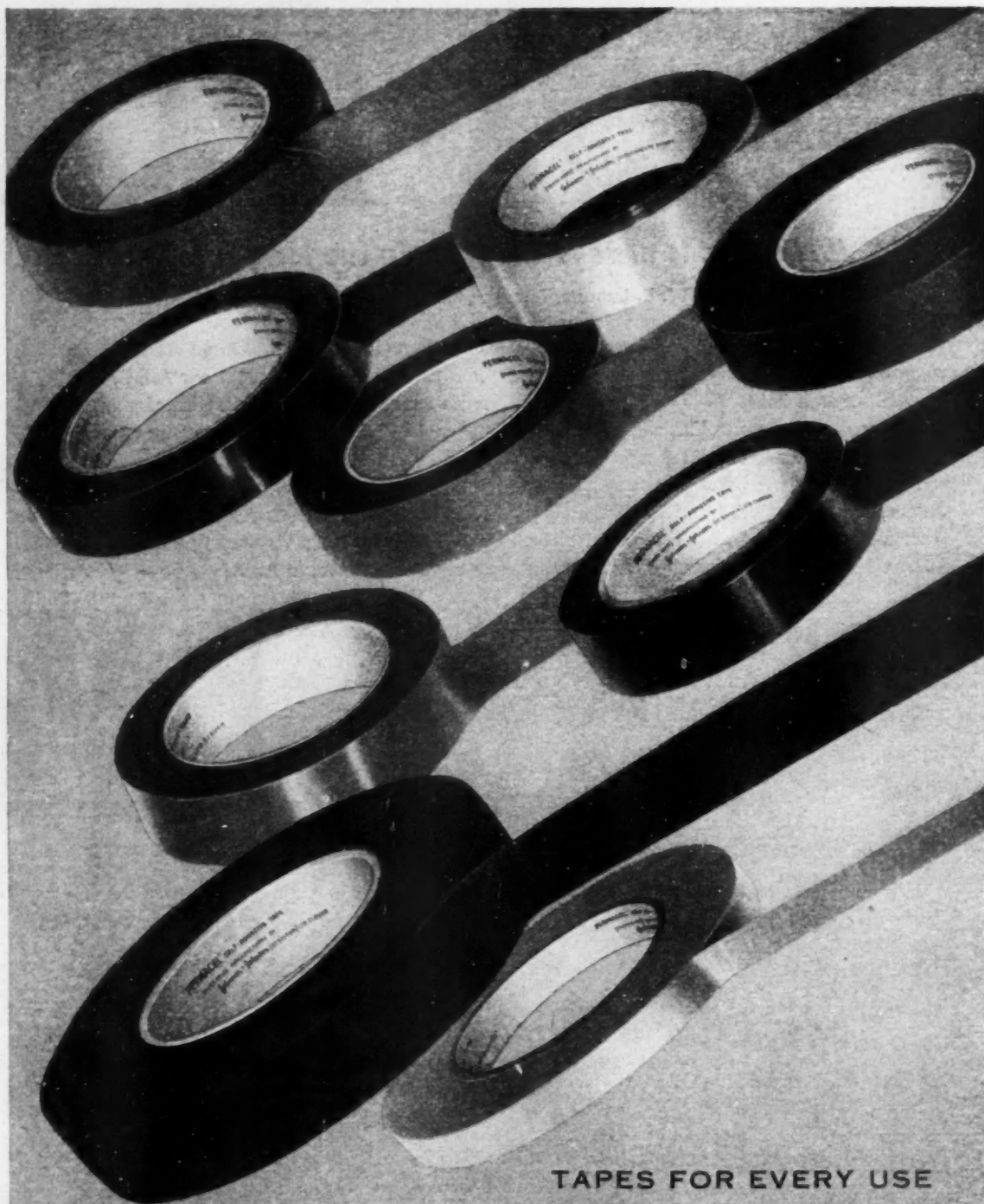
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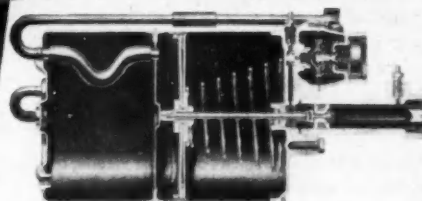


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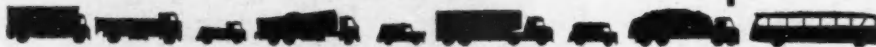
STREAM-LINE

your oil consumption

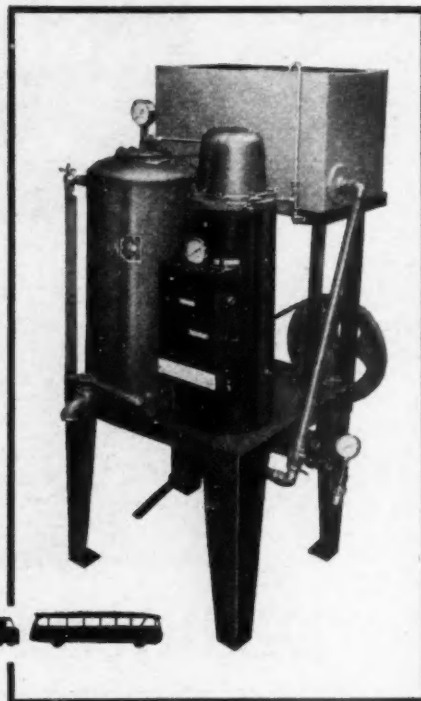
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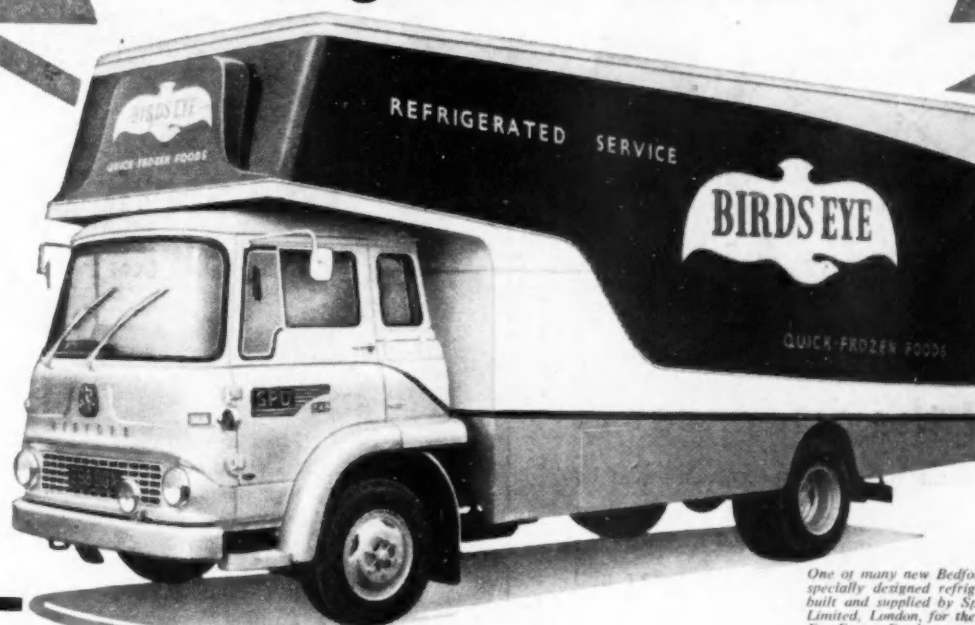
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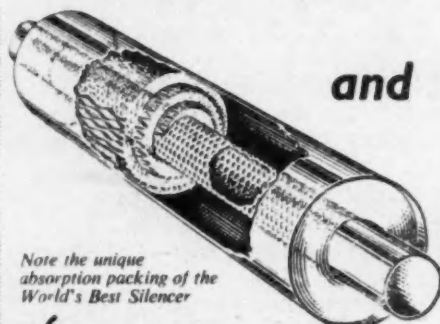
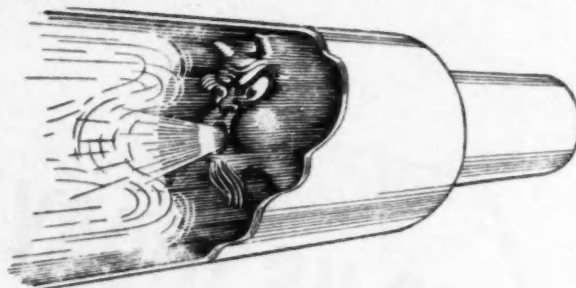
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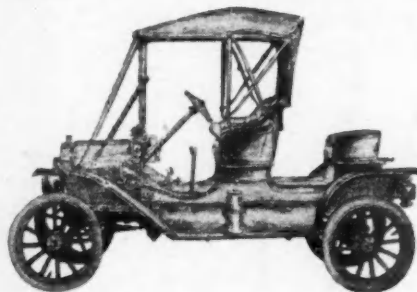
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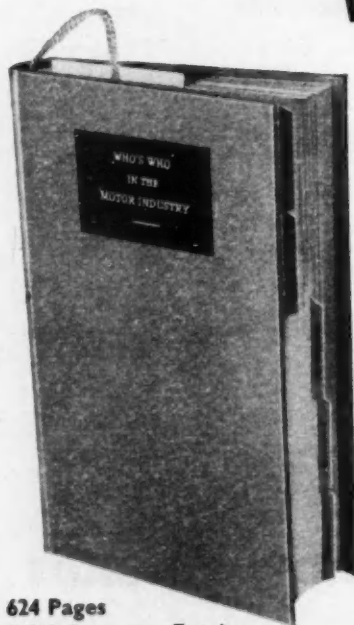
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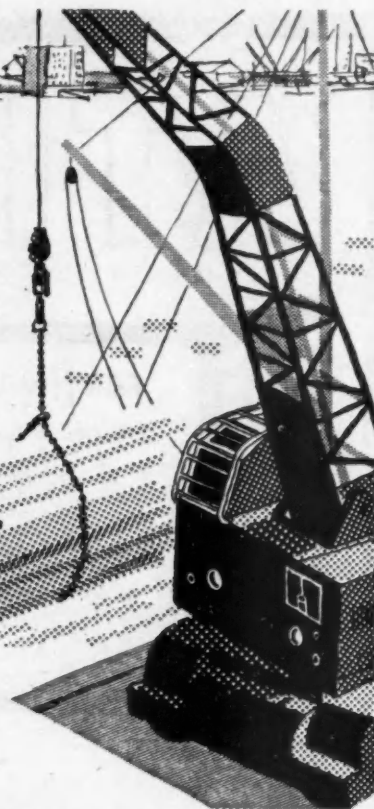
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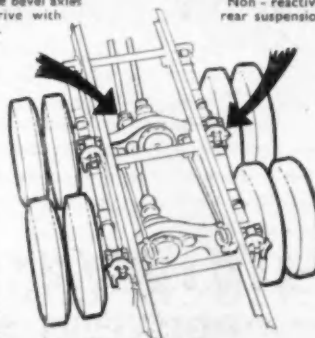
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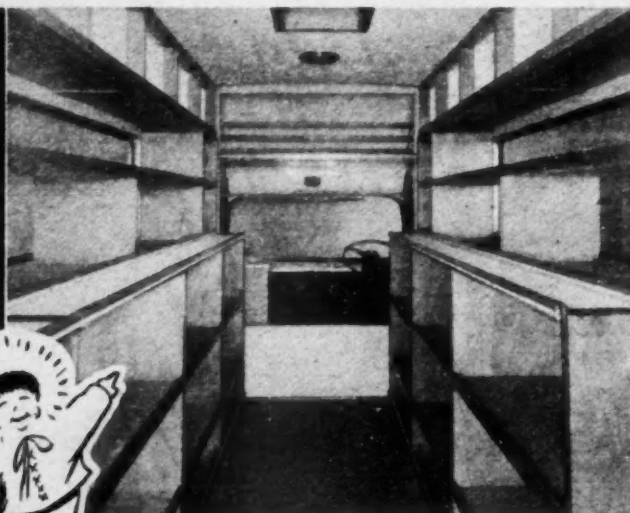


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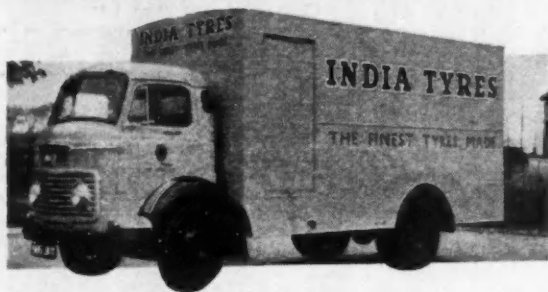
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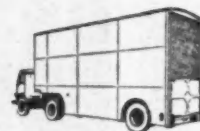
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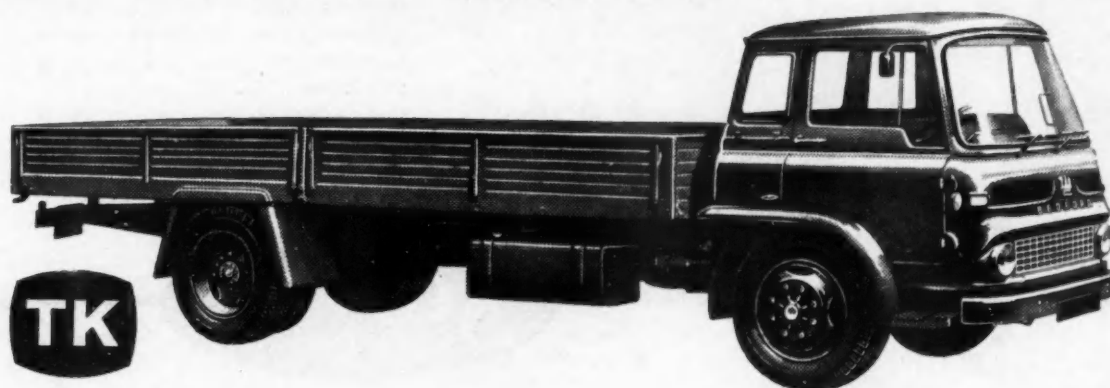
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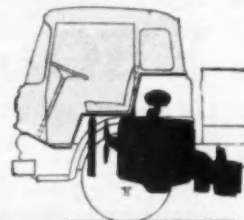
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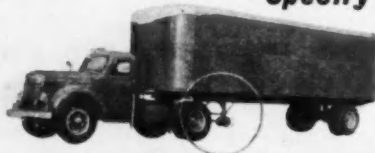
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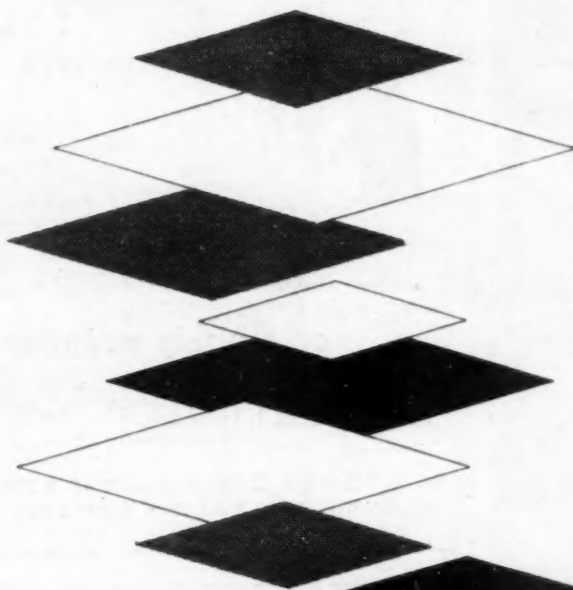
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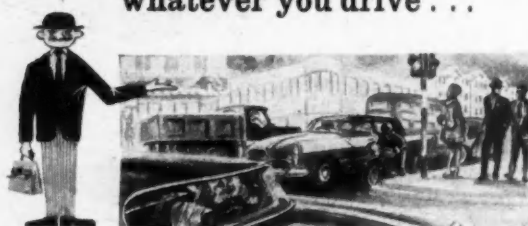
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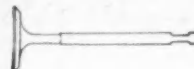
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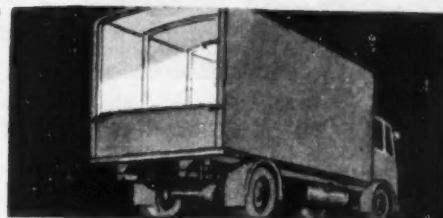
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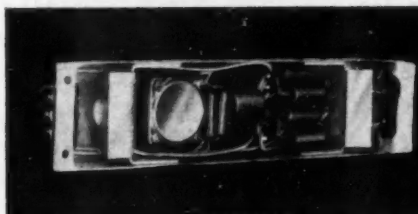


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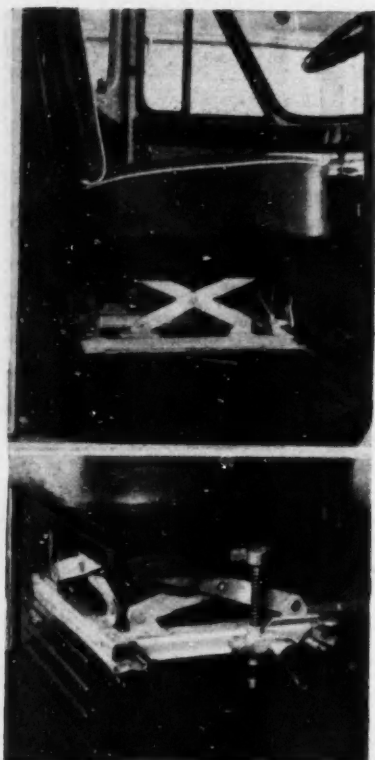
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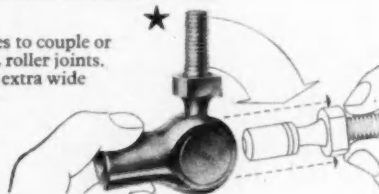
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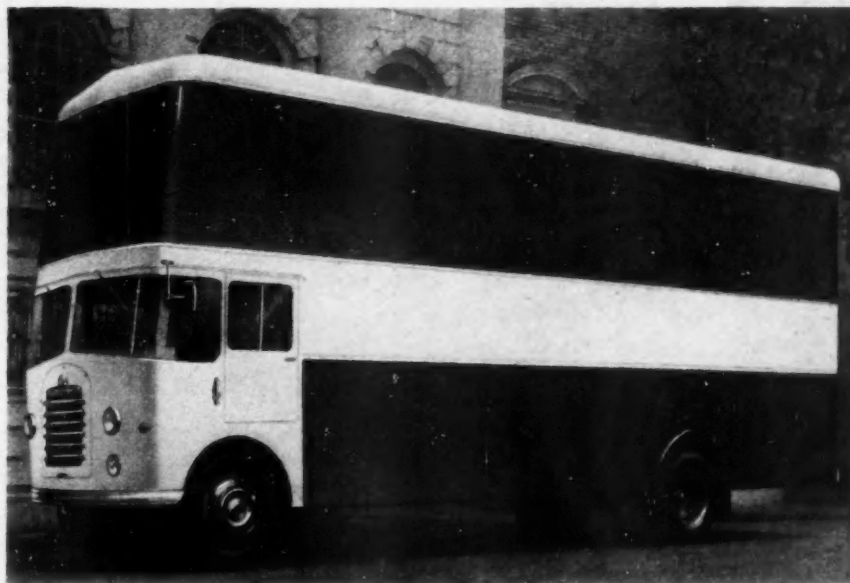
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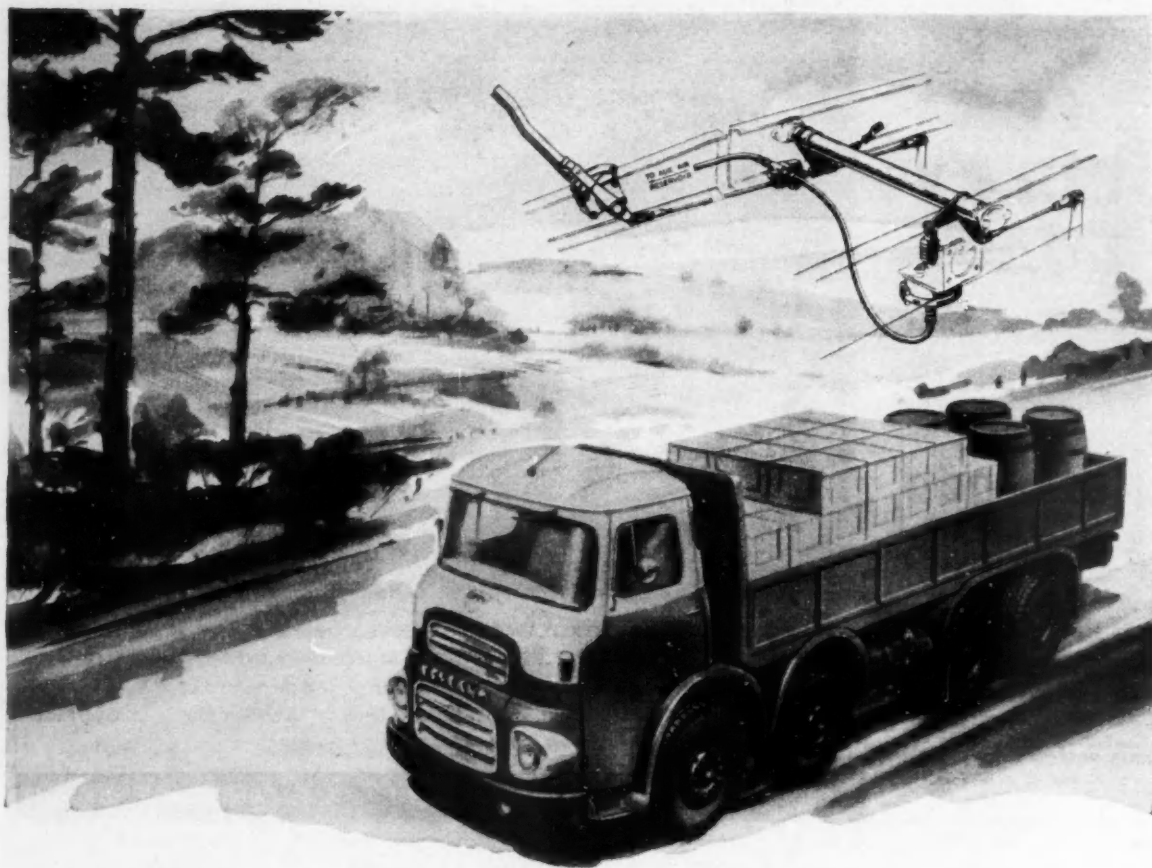
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The Ever-present

WHAT was once said of the poor—"They are always with us"—is today much more true of the problems of urban congestion. Not only are they always with us but, like the Old Man of the Sea, they grow exceedingly oppressive. The burden these problems throw on to the shoulders of both bus and goods vehicle operators grows more intolerable every day.

It will continue to do so as long as the Government fails to face the fact that what everybody has been saying for years is no less than the truth. Urban congestion, and all the problems that follow in its turgid wake, is a matter that hits at the heart of the national economy and it should be dealt with as such—not in dilettante fashion as a simple matter of local traffic control. At the moment every local authority has the right to nibble at its own troubles with no regard to possible wider implications; at least, not unless someone forces them to a public inquiry.

Only a few days ago, at the National Conference of Road Transport Clearing Houses annual lunch in London, Sir Richard Nugent, a former Parliamentary Secretary to the Minister of Transport and a doughty friend of road transport, told the hauliers present at that function that they were No. 1 priority for the provision of new roads. He went on to talk with some pride of the 300 miles of motorway now in use or being built (largely, of course, in the latter state). What, with respect to that worthy Baronet, he was doing was to follow the Government thinking—that the provision of a network of motorways and super trunk roads is the be-all and end-all of the matter. It is not!

73 m.p.h., but ...

True, these are vital necessities to the efficiency of trunk road transport operation but, as has been pointed out by many, many people so often before, there is little sense in providing highways on which goods vehicles can travel at sustained high speeds if, at each end of the trunk route, all the advantages gained by that speedy travel are nullified in trying to plough through congested, inadequate city streets to the destination. Last week a Cummins-engined Norde articulated unit recorded 73 m.p.h. on a test along M.1. It would soon have had its average speed cut down if it had been delivering a load at either end, however.

Ring roads, through routes, by-passes and so on all help to keep non-stopping traffic away from city and town centres. They are very necessary as part of the overall attack on congestion, but their construction and opening, in a blaze of publicity, tends to obscure the truth that our cities cannot be rebuilt. We must make use of the business centres we have.

That means getting right down to the bedrock, the actual congested streets themselves. And here the Government, advised by Mr. Marples, the Transport Minister, must sooner or later stop its vacillations and decide who is to be accorded priority in use of the centres. The choice is between the vital services provided by buses and goods vehicle operators, or the expensive luxury of allowing unrestricted—and even, in extreme cases, restricted—parking of private cars.

The answers have already been enumerated. The cost of bringing private cars into business centres today bears no relation to the real charge they place on the community. It should do. As an alternative, their owners should be given sufficient accommodation to leave their cars off the road whilst they are not in use. And if either of these suggestions forces private car drivers back on to public transport, who is complaining? The busmen will not, nor will the lorry and van operators who are gravely hindered now by parked cars and the attempts to control them.

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===== NEXT WEEK =====

- Geneva Show Report
- Gas Turbine Development

Denys Lawrence

RESearch in the field of economics has, perhaps, a somewhat forbidding implication for down-to-earth executives engaged in the hurly-burly of the transport industry. Between Oxford University and a small haulage business in a remote English country town, a great gap may seem to yawn. But if gap there be, it is bridged by Nuffield College and, in particular, by Denys Lawrence Munby.

Denys Munby, it has been said, is quite a historic person to people in the transport industry, for he is the first holder of the first Readership in the Economics and Organization of Transport at Oxford University. But pray dismiss from your mind any picture of a dry-as-dust, absent-minded professor whose concern is solely with books and theories: Munby is a youthful 42 with an alert, common-touch manner and a brilliant line of practical conversational topics. Nor does he shrink from journalistic or industrial contacts as do so many academics. In his austere elegant room at Nuffield College he—a casually elegant figure—chatted easily and authoritatively about some of the work he has already done and the tasks lying ahead of him.

Before the war he read classics; a notably humanizing subject. After the war he studied economics. So in transport's own researcher you have a mind cultivated by reading of the most traditional nature and given an even keener edge by research into the broad, though practical, problems the transport industry will have sooner or later to face. He is *The Thinker* in the market place.

A scholar of Rugby and Wadham, he was a lecturer at Aberdeen University from 1949 to 1958. Then he returned to Oxford and was appointed to his present Fellowship. Unlike so many university teachers, he has never been content only to lecture to his immediate students: he is a well-known writer and extra-mural lecturer on a wide range

Bird's Eye View

Hats Off

I THOUGHT the ultimate in sales-promotion gimmicks had been achieved by the breakfast-cereal firms. But I was wrong. A Vancouver concern, Industrial Marine Power, Ltd., is giving away an Ascot topper to every potential buyer of a David Brown marine engine, of which they are distributors in Western Canada.

Why the topper? The Ascot racecourse and the David Brown company were established at approximately the same time—the middle of the last century. And that, surely, is a good reason as any for going "high hat."

Colour Records

INGENUITY might not be the road to success, but it certainly is one of the stepping stones. That is why I was intrigued the other day when Mr. P. M. Bristow, of the Duramin Engineering Co., Ltd., told me why they kept a colour-photographic record of the light alloy bodies they produce.

He showed me some of the latest batch, including a fine blue artic for the Metal Box Company, and a Lucozade yellow-liveried van. Also very impressive was a colour photograph of an ivory and red lorry. Ivory, my knowledgeable photographic friends tell me, is a hard colour to reproduce.

Apart from impressing the customers, the Duramin collection could, in, say, 30 years' time, prove an unusual cross-section of today's commercial vehicle fleets. It is certainly a step forward on the usual black-and-white film records that body-builders maintain.

B12

The Social Whirl

AS an industry, road transport is a sociable, friendly bunch of people—far more so than many industries. Pretty well throughout the year the R.H.A. and T.R.T.A. hold their headquarters and area dinner-dances, so ubiquitous souls such as I are able to keep in regular contact with all our friends, as well as make many new ones.

But there are not very many passenger functions, which is a great pity. The London Coastal Coaches annual ball, held last week, provided a very enjoyable but comparatively rare opportunity (outside of conferences and the annual lunches



Munby

Men Who Make Transport

of economic topics. Industry and Planning in Stepney appeared in 1951, Christianity and Economic Problems in 1956. Scattered through a large range of university and learned society publications you come across papers from his pen on such subjects as the Cost of Industrial Dispersal from London; Transport Costs in the North of Scotland; the Roads as Economic Assets; and Road Transport—a Gap in National Statistics.

It may be that some transport people, immersed in the day-to-day problems of their own businesses, will question the necessity of this rather stratospheric study of what, to them, is an intensely practical matter. Their view, if indeed it is their view, is not shared by top management of some of the most important transport and cognate concerns in Britain. For they subscribed the money to make this Nuffield Fellowship possible. They did so because they believe that long-term study and planning of Britain's future transport—roads, railways, airways and shipping—is desirable now. What place must each occupy in Britain's economy? Will road transport ultimately bring our great cities to a complete standstill? Can such a strangulation be avoided and by what methods? How can we link (in Munby's own words) "transport development with the whole pattern of industrial development"? These are some of the more elementary questions perplexing planners at the Ministry of Transport (not least Mr. Ernest Marples) and leaders of all sectors of British industry. It's true enough that most of us have not the time, the facilities or, let's face it, the type of educational background to study these matters against the background of national development. That's where Denys Munby comes in—that's part of his job, for which his whole training, experience and bent admirably equip him.

I asked him about one special problem facing the general public, shopkeepers and other distributors in major cities



No dry-as-dust, absent minded professor—Mr. D. L. Munby.

nowadays—a problem to which he is devoting much thought, as is the Ministry of Transport, namely, deliveries to shops. After a general answer to my question he suggested that I read the lecture he delivered to the Royal Society of Arts on Future Developments of the Internal System of Transport. Here is, inter alia, what he said: "The road vehicle which delivers goods to shops clearly creates a great deal of congestion, and it may be that, if properly charged for, a new pattern of development would emerge. It might then become sensible to set up clearing-houses on the outskirts of cities, to which goods would be delivered from the factories and from which they could be sent to the particular shops. It does not seem very sensible on the face of it that dozens of different manufacturers should be delivering in turn to particular shops in a crowded and congested city street in the centre of a city."

As he sees it, the cheapest form of transport for commuters in large cities is railway or public road transport. "City executives might be encouraged to use it if economic (and therefore heavy) charges were levied upon them for parking space, whether in street or garage . . . it might well prove economic for the commuter to travel so far by private car and then park on the outskirts of the central district, to which he would move by some form of public transport."

Can the complex problems of the future of British transport be solved by researchers in a university? Munby is modest about that. "I am fairly convinced," he said, "that we do need to have a Royal Commission, perhaps, or some kind of joint inquiry by economists, transport people, town planners and others, to look at the problem that is developing in the larger cities in terms of motorcars, transport and planning of development. I am quite sure that there is need for a really profound study of this issue—perhaps something like the pre-war Barlow Commission."

Well, Royal Commissions are apt to be cumbersome and slow. Government archives must be pretty well congested with completely shelved or tacitly discarded Royal Commission reports. But it is clear that broad thinking is absolutely essential. The time is here for the Munbys of the universities to come to our aid—and for Industry to contribute with its celebrated generosity.

H.C.

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By The Hawk

and dinners each p.s.v. organization holds) to indulge in this pleasant hobby of greeting the old friends and welcoming the new.

Travellers' Tales

TALKING of lunches and so on reminds me of a brief snippet I overheard at last week's National Conference of Road Transport Clearing Houses annual lunch. Mr. H. F. Marks (looking fit and bronzed, and just back from a Mediterranean cruise) came up to Mr. T. Jackson (looking just like anyone else who has to winter in this peculiar climate, and who is shortly off on a Mediterranean cruise on the same ship as Mr. Marks), and said: "When we're alone I'll give you some tips on how to make yourself more comfortable, and what to look out for or avoid."

Those sort of tips are like gold dust. If I could have hovered overhead a little later, it would have made interesting reading.

On the Air

ONE of our staff has just had a first-hand example of the advantages of radio-controlling a transport operation. Calling by appointment on a South London tipper company which has recently gone over to two-way short wave radio-control, he was somewhat disconcerted to find that the man he was due to meet was engaged on a job some miles away.

Within a matter of seconds, however, the two were apologizing to each other over the radio system, and arranging an immediate alternative means of doing the job on hand.

Tribunal Grant Stay of 15-Vehicle Revocation

STRONG action by Northern solicitor, Mr. T. H. Campbell Wardlaw, last week, prevented the complete collapse of a haulage business worth more than £100,000. The Northern Licensing Authority, Mr. J. A. T. Hanlon, after calling a special court at short notice to complete the revocation or suspension inquiry into the operations of Dent's Transport (Spennymoor), Ltd., refused to renew their A licence for 15 vehicles.

He also refused an application by Mr. Campbell Wardlaw for a stay of his decision to revoke the licence, pending the hearing of an appeal. Instead, he intimated that he would consider an application by Dent's Transport for a new A licence to operate not more than five vehicles, with a normal user limited to the Northern traffic area, if they thought fit to apply.

The revocation was due to come into force at midnight on March 9 and Mr. Campbell Wardlaw communicated immediately with the Transport Tribunal, and prepared the necessary

papers for appeal. He obtained an affidavit from Mr. Dent and appeared before Sir Hubert Hull, in London, on March 9, seeking a stay of Mr. Hanlon's decision.

The application was heard in chambers and as a result the Transport Tribunal issued an order in the following terms—
"Upon reading the notice of Appeal herein and the appellants' notice of motion and affidavit, both dated March 8, and upon hearing Mr. T. H. Campbell Wardlaw, solicitor for the appellants, it is ordered that the revocation of the public A carriers' licence held by the appellants be suspended pending the hearing of the Appeal by the appellants against the said revocation."

Mr. Hanlon's action caused a sensation among hauliers in the Northern traffic area, who felt that if a precedent was created preventing an appeal before revocations were enforced, the livelihood of any haulier could be taken away at short notice.

It is expected that the appeal will be heard in May.

A full report of the Newcastle hearing before Mr. Hanlon is given below.

Flagrant Defiance of Law—Mr. Hanlon

AT the conclusion of a hearing which had lasted three days, the Northern Licensing Authority, Mr. J. A. T. Hanlon, last week revoked the A licence of Dent's Transport (Spennymoor), Ltd., of Tudhoe Colliery, County Durham, and indicated that if the company applied for a new A licence—their present licence having expired pending the hearing of a renewal application—he would grant them five vehicles only, restricted to operations in the north-eastern part of the Northern traffic area. The revoked licence authorized the operation of 15 long-distance heavy vehicles.

Despite repeated appeals by Mr. T. H. Campbell Wardlaw, Mr. Hanlon refused to allow Dent's to continue operating their vehicles pending the result of an appeal to the Transport Tribunal. He said he was considering whether or not to send the papers to the police or to the Director of Public Prosecutions.

At previous hearings evidence had been given that the company had been convicted on numerous occasions for contravening the regulations with regard to drivers' hours, and for operating vehicles that were said to be under repair and for which substitution permits had been issued for the use of another vehicle in lieu, when the original vehicle was in fact being used.

Evidence had also been given that the company had operated a vehicle at a weight heavier than specified in their licence. In addition, the company had been issued with a substantial number of prohibition notices against their vehicles.

At last week's final hearing, Mr. J. L. F. Walsh, a traffic examiner, strongly denied that there had been any nationwide check on the company's vehicles.

In a decision which took 1½ hours to deliver, Mr. Hanlon said that he found that the company had been convicted of some 35 offences relating to drivers' records and maintenance of vehicles, since its formation in 1955. He also found that there had been 24 prohibition notices, 14 of which had been issued since May, 1958. As a result of the evidence before him, he considered that such convictions and prohibitions were frequent and involved an element of danger to the public. Not only this, the firm were cheating the haulage industry

by not expending money in maintaining their vehicles.

During 1958, the convictions against the company were becoming more frequent, and warning letters had been sent to the firm.

He also found that the company had used, for hire and reward, a vehicle 755 BUP in August, 1960, which was not authorized on a licence, and they had used the same unauthorized vehicle in September—nine days after the notice of revocation had been sent to them.

Dealing with the vehicle which was the subject of an appeal at Durham Quarter Sessions, Mr. Hanlon said that Mr. Dent had given evidence that DGR 693 was at Ask under a temporary substitution licence. Unfortunately for him, no temporary substitution permit had been asked for and none issued.

"INCAPABLE OF CONTROL"

"A company which behaves as this one does must expect to be dealt with as rigidly as possible," continued Mr. Hanlon. They were guilty of flagrant defiance of the law.

The company had shown itself incapable of having proper control over its affairs. He had some very grave doubts whether it would not be better to close down their activities altogether. This was not a question of punishment, but a question of prevention of deliberate and wilful disregard of the law.

Whilst notice had been given that he proposed to consider revoking the B licence, he did not propose to take any action in respect of the vehicles under this licence.

Mr. Campbell Wardlaw made a further attempt to persuade the Authority to

MR. J. A. T. HANLON ISSUED THE FOLLOWING STATEMENT ON MONDAY:

ON Monday last I revoked the A licence for 15 vehicles of Dent's Transport (Spennymoor), Ltd., on grounds of (1) consistently bad maintenance of vehicles; (2) drivers' records offences; (3) false statements in licensing applications and (4) many prohibition notices. Because of the frequency of the offences, and for the public safety, the A licence renewal was refused save for five vehicles restricted to the Northern traffic area on the grounds of their conduct in the capacity of a carrier of goods.

The application by Dent's solicitor for suspension of the revocation pending appeal was refused by me on the grounds of the public safety, as the company had been proved in flagrant defiance of the law and had even operated an unauthorized and uninsured vehicle after revocation proceedings had commenced.

The vehicles were ordered off the road by March 9 but I now find it necessary to state that I have been informed that on March 9 an ex parte application by way of notice of motion was made before the president of the Transport Tribunal in chambers by the solicitor of the company and an order made suspending revocation.

If, therefore, any vehicles of Dent's are seen operating outside the Northern traffic area this statement will clarify the position.

delay his decision until an appeal could be heard.

Mr. Hanlon refused to consider the matter, saying that there was no provision in the Statute for this. "This matter is not going on any longer, so long as I am the Licensing Authority," he replied, saying that the vehicles were to cease operating four days after the decision.

300 Objections

INDEPENDENT hauliers in many parts of the country are massing to the attack against the application by Two Counties Transport, Ltd., Victoria Street, Grimsby, a subsidiary of the Ross frozen food group, to switch some of its C-licensed fleet to A licence.

The East Midland Licensing Authority has not yet fixed a date for the hearing, but already, it is understood, the case has attracted almost 300 objections.

Union Conditions For London One-man Work

From our Industrial Correspondent

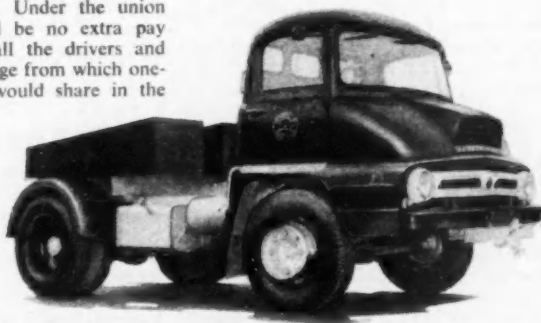
LONDON TRANSPORT'S proposal to introduce one-man buses on outer suburban routes ran into further trouble this week. At a meeting with Mr. B. H. Harbour, London Transport Executive member responsible for operations, union leaders laid down four conditions for one-man working. These were:—

1. Fifty-five per cent. of the saving should be distributed among staff;
2. A guarantee against redundancies among displaced conductors;
3. No standing passengers;
4. Seating not to exceed 39.

The most far reaching condition is the first, for it introduces a completely novel principle. In London Transport's country areas and in the Provinces, the driver of a one-man bus gets an extra 15 per cent. added to his wages. Under the union proposal there would be no extra pay for the driver, but all the drivers and conductors at the garage from which one-man buses operate, would share in the saving.

This Thames Trader tractor was supplied to Regan Bros. (Haulage), Ltd., 43A Settles St., London, E.1., by Frank G. Gates, Ltd., Woodford, E.18. It is to be used for hauling

a 10-ton four-wheeled trailer and is equipped with vacuum braking gear supplied by the York Trailer Co., Ltd. Neate 13-ton towing jaws are fitted at front and rear, and the 2½-ton concrete-filled ballast boxes were supplied by University Commercials and Coachwork, Ltd., Ealing. The tractor is a 9-ft.-wheelbase oil-engined model with 7.2-to-1 rear axle.



UNDER THE TYNE

TENDERS are now being invited for the construction of a road tunnel under the Tyne between Jarrow and Howdon. It is expected that work will start in September. Some members of Newcastle upon Tyne Council are objecting to the tunnel on the grounds that additional cross-river facilities are needed in the Newcastle area, and not at Jarrow.

WINDING-UP

COMPULSORY winding-up of Anglo-Scottish Express Transport, Ltd., of Comyns Road, Dagenham, Essex, was ordered by Mr. Justice Buckley in the Chancery Division on Monday on the petition of the Regent Oil Co., Ltd., judgment creditors for £1,011.

Threat of Bus Pay Strike Grows Stronger

FROM OUR INDUSTRIAL CORRESPONDENT

THE threat of an official strike of provincial busmen over their claim for higher pay and better conditions moved considerably nearer during the past week. Two moves showed how employers and unions are moving rapidly towards a position where a conflict will be difficult to avoid.

The first was the meeting, foreshadowed in *The Commercial Motor*, of employers' representatives of the private bus undertakings with senior conciliation officers of the Ministry of Labour. They were called to meet Mr. Peter St. John Wilson, chief industrial commissioner, and Mr. Tom Claro, chief conciliation officer, to put their side of the case. It is understood that they refused to reopen negotiations with the unions.

The second move followed almost at once. It was a meeting of the executive council of the Transport and General Workers' Union, to which most of the busmen belong.

Afterwards Mr. Frank Cousins, the general secretary, announced that they had agreed to give the busmen "any help possible" to get a satisfactory settlement.

He said that the position was causing

them "great concern." The council had given very serious consideration to the growing feeling of resentment developing among their members over the delays in settling the claim.

They had been told that the employers regarded busmen as being in a second-class job and disregarded the fact that they were getting substantially less than many other grades of workers. The union thought the claim was a reasonable one.

Mr. Cousins denied, however, that his statement meant that they would call a strike at once.

Much depends on a meeting due at the Ministry of Labour today.

Improvements in B.M.C. Vans

FROM today the ranges of Austin 152 and Morris J2 light commercial vehicles will be fitted with a new gear-change linkage and floor-mounted gear lever in place of the original steering-column linkage and change.

The new layout is available on left- and right-hand-drive models and is similar to that used on the Austin 10/12-cwt. and Morris J4 vans.

Simultaneously with the introduction of the new gear change, payload rating of all 152 and J2 models is increased from 15 cwt. to 16/18 cwt., gross vehicle weight rating being 46 cwt. All prices are unchanged.

Bradford's Short List

BRADFORD transport committee have named a short list of six from 21 applications received for the post of general manager to succeed Mr. C. T. Humpidge, who takes over from Mr. R. G. Moore at Sheffield in May. The six are: Mr. R. Cox, general manager, Rochdale; Mr. F. A. Moffatt, traffic superintendent, Liverpool; Mr. T. O'Donnell, general manager, Ashton-under-Lyne; Mr. J. Rostron, general manager, Grimsby and Cleethorpes; Mr. F. Thorp, general manager, Bury; and Mr. J. Wake, general manager, St. Helens.

ATLAS ACQUIRE REYNOLDS

ATLAS EXPRESS CO., LTD., have acquired the business of Reynolds of Coalville. Mr. Reynolds, who has 11 vehicles, has for many years run a parcels service from his base to Leicester, Northampton, Birmingham and the Potteries and has acted as delivery agent for Atlas in those districts beyond the radius covered by their Leicester-based vans.

TAKE-OVER

CHIESMANS, LTD., the removal contractors of Lewisham High Street, London, S.E.13, have taken over the branch business of Durnalls, Ltd., London Road, Tunbridge Wells, Kent.

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ARNOLD APPEAL: FIRST HEARING

First hearing in the appeal by Arnold Transport (Rochester), Ltd., against the order by the Transport Tribunal granting a stay of execution of its previous order directing the South Eastern Licensing Authority to consider the number of vehicles to be granted on A licence to Arnolds, is expected to come up in the Appeal Court on Monday.

On that day an interlocutory appeal will be heard at which points concerning procedure will be considered.

Men in the News



Mr. J. C. T. Fell.

COMMANDER WILLIAM DOWNIE, R.I.N. (Retd.), has been appointed representative of Tunny Cranes, Ltd., for South Africa and the Rhodesias.

MR. H. DE GREY-WARTER has joined Alenco, Ltd., as group advertising and publicity manager. The Alenco group includes Simplifix Couplings, Ltd.

MR. H. M. EVE has been appointed sales director of the Evan Cook group of companies. He was previously assistant managing director of Anglo-American Plastics, Ltd.

MR. F. J. TIGHE, assistant manager at the Wolverhampton branch of Brown Brothers, Ltd., has been appointed manager of the Nottingham branch in succession to Mr. G. MARSHALL, who has resigned.

MR. J. C. T. FELL, until recently export sales manager of Ferodo, Ltd., has been appointed export sales manager of Turner Brothers Asbestos Co., Ltd., in succession to Mr. EDGAR STOTT, who is retiring after 42 years with the company.

MR. J. A. V. WATSON, MR. L. G. PACKHAM, MR. C. E. R. MILLIDGE and MR. A. A. BARR have been appointed assistant managing directors of Castrol, Ltd., with effect from January 1, 1962. MR. WILLIAM F. LIST, assistant managing director since 1951, is retiring at the end of the year.



New Power Petroleum appointments for Mr. W. A. Shaw (left) and Mr. Lister Gill.

MR. KEITH S. FLORY has been appointed director of the Paint Manufacturers' Joint Executive Council.

MR. R. H. FRENCH has been appointed manager of the Bulawayo depot of Leyland Albion (Central Africa), Ltd. Previously Mr. French was assistant sales manager at Salisbury.

MR. W. R. REES-DAVIES, M.P., has been appointed president of the National Conference of Road Transport Clearing Houses for the year 1961-62. The vice-presidents are: MR. J. F. ARCHBOLD, Archbolds (Freightage), Ltd.; MR. S. EASTMEAD, Steve Eastmead, London; MR. J. W. ELLIS, Pitt and Scott, Ltd.; MR. H. FIRTH, Roadway Services, Ltd.



MR. H. J. WRIGHT has been appointed assistant export manager of Ripaults, Ltd., manufacturers of electric cables and automobile equipment and accessories, of Southbury Road, Enfield.

MR. WILLIAM THEAKER has been appointed passenger transport supervisor and lighting superintendent of Heywood Corporation. Previously he was a technical assistant with Oldham Corporation.

MR. LISTER GILL, North Midland divisional manager of the Power Petroleum Co., Ltd., has been appointed manager of the Scottish Division. His vacated position has been filled by Mr. W. A. SHAW, the senior district manager of the North Midland division.

"These Palliatives" Attacked

HAULIERS do not oppose loading bans and the introduction of urban clearways purely because they are being singled out for attention; they believed the solution to the traffic problem would not be found in such palliative expedients. This was said by Mr. P. H. R. Turner, chairman, at the annual dinner of the Metropolitan and South Eastern area of the Road Haulage Association, in London, on Monday.

The primary effect of the clearway at present mooted in London would be to

encourage more commuters to bring their cars and park them all day long, adding to the already severe congestion, he added.

The effect of bans on loading and unloading for extensive periods during the normal working day would be that hauliers would need more vehicles to carry out their work, and would be put to an added expense which they would be forced to pass on to the customer.

Speaking of clearways, Mr. Stephen McAdden, M.P., said: "We are presented with something of a problem in this country. Either we cannot move at all, or we are not allowed to stop." There had got to be some sort of balance, he said.

THREAT TO HAULIERS

THE possibility of contract A and particularly C licensees becoming public carriers was a far greater threat than nationalization ever was, said Mr. T. W. Jackson, national chairman of the National Conference of Road Transport Clearing Houses, in his annual report to members.

If the Transport Tribunal's decisions in the Merchandise Transport and Arnolds Transport (Rochester) cases were correct in law, then it was up to the Government to correct such an anomaly.

Forthcoming Events

March 16-26.—Geneva Motor Show.
March 24.—Institute of Transport Annual Dinner, Dorchester Hotel.
April 8.—National Coach Rally, Wigan to Blackpool.
April 18-21, Scottish R.P.T.A. Conference, Turnberry, Ayrshire.
April 22-23.—British Coach Rally, Brighton.
April 26.—T.R.T.A. London and Home Counties annual meeting, Criterion Restaurant, Piccadilly.
May 1.—T.R.T.A. Annual Dinner, Grosvenor House, Park Lane.
May 10-12.—Institute of Materials Handling, Second International Conference, Southampton.
May 11-17.—International Union of Public Transport Congress, Copenhagen.
May 16-18.—Public Transport Association Annual Conference, Eastbourne.
May 23-25.—National Association of Furniture Warehousemen and Removers Annual Conference, Turnberry, Ayrshire.
May 29-June 7.—Institute of Transport visit to Belgium.
June 5-9.—Institute of Public Cleansing Annual Conference, Aberdeen.
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June 12-15.—Vehicle Builders' and Repairs' Association Annual General Meeting and Conference, Rothesay, Isle of Bute.
June 15-24.—Construction Equipment Exhibition, Crystal Palace, London, S.E.19.
September 17.—Lorry Driver of the Year Contest, National Final, Fort Dunlop.
September 21-October 1.—Frankfurt Motor Show.
October 5-15.—Paris Motor Show. (Cars only.)
October 17-18.—Road Haulage Association Conference, Brighton.
October 18-28.—Earls Court Motor Show.
October 28-November 8.—Turin Motor Show.
October 31.—British Electrical and Allied Manufacturers' Association Dinner, Grosvenor House, Park Lane, London.
November 10-18.—Scottish Show, Kelvin Hall, Glasgow.
November 13-16.—National Maintenance Conference and Exhibition, Central Hall, Westminster.
1962
May 29-June 1.—Institute of Transport Congress, Cardiff.

THE JACK REPORT

Financial Aid for Rural Buses Recommended

DIRECT financial aid to rural bus services which might amount to £1m. a year, and an investigation into the possibility of combining mail and passenger carriage in some areas, are the main recommendations in the report of the Jack Committee on Rural Bus Services, published on Wednesday (H.M. Stationery Office, 4s. 6d.). Although three of the 12 members of the committee append dissenting reports favouring the remission of the tax on fuel used on rural services, the majority favour direct aid because they believe that the remission of tax would involve almost insoluble questions of definition. They suggest that the cost of financial aid should fall partly on the Exchequer and partly on the county councils.

The committee considered whether they should recommend the establishment of a special statutory authority to administer the assistance, but rejected the idea. They considered whether the Traffic Commissioners should be given the responsibility, but concluded: "Although this suggestion has certain attractive features, we think it would be difficult to reconcile these additional responsibilities with those judicial functions which the Commissioners are appointed to discharge." They decided that the county councils should be made responsible; they would consult the district councils and the Traffic Commissioners, decide what particular services were needed, and if necessary invite operators to tender.

One method of financial assistance, the committee suggest, would involve an undertaking to make good the operators' losses; another would involve a fixed sum being paid to the operator. The first of these, they say, would give rise to too much administrative difficulty in checking operators' accounts. The second method would be "simpler to operate and would have the additional advantage that the amount of financial

assistance would be definite and not, as in the first case, an uncertain quantity."

The committee recognized that their proposals are not free from difficulty because the social needs and conditions of operation vary so much in different parts of the country, but they think the advice which the Traffic Commissioners would be able to give the county councils would be of particular help. The amount of financial assistance which might be required could not be measured by the difference between the operators' average costs and the receipts per vehicle mile. It would have to be related to the circumstances of each case and not be based on any formula of costs per vehicle mile.

Other conclusions of the committee are: the licensing system is not now a sufficiently powerful instrument to deal with unremunerative rural services; the Minibus has not lived up to the hope that it would help with the wider problems of rural services, but full Certificate of Fitness Standards should not be reimposed; operators might with advantage give more attention to expanding their parcel traffic.

The Postmaster-General should be invited to reconsider the extent to which mail at present carried in Post Office vans could be passed over to buses, and the possibility of allowing fare-paying passengers to travel in Post Office vans, but the general introduction of Postal buses to this country on the Swiss or German pattern would be unsuitable and unwise. Operators should explore the possibilities of increasing fares on those services which are in danger of being withdrawn before taking any decision to discontinue them.

Remission of fuel tax would be a simple way of giving relief, but if granted on all services or on all stage services, would inevitably be imprecise and indiscriminate.

The Swiss Miss

From John F. Moon, Geneva, Tuesday

TWO days before the official opening of the 31st Geneva Motor Show (March 16 to 26) it seemed clear that—last-minute surprises excepted—nothing of shattering importance to the commercial vehicle world would be staged here. By this afternoon the only new design to arrive was a Mini-Minor pick-up. There seemed little promise that any others would appear within the next 36 hours.

The Show is larger than in previous years, however, because this year there is no motorcycle section. The space thus gained has been used to house earth-moving equipment and other civil engineering plant: in this field the exhibits are most comprehensive, including an encouraging number of British makes.

No Heavies

British commercial-vehicle exhibits, however, are not quite so inspiring. As at Brussels—although not for the same reasons—no British heavies are on display. Medium and lightweight representation is fairly good though, including Austin, Bedford, Commer, Dodge, Ford, Karrier, Land-Rover, Martin Walter and Morris.

One of the exhibits on the Ford stand is an all-wheel-drive 4 x 4 conversion with left-hand drive and Hydrotec power-assisted steering.

Hobbs are exhibiting for the first time on the Continent, and John Hobbs told me that he is planning to meet a consider-

able number of Continental manufacturers to discuss his products with them. Car and light-van automatic gearboxes form the focus of the Hobbs display.

Four developments announced by Joseph Lucas, Ltd., although currently applied to private cars, are significant. The first is a transistorized ignition in which the high-tension spark voltage is produced by an electronic circuit. The second is an immersible electric fuel pump intended to overcome vapour-locking problems. The third is an electrically driven cooling fan, the motor being controlled thermostatically by the water temperature. The fourth is a three-bladed wiper unit designed specifically for wide and steeply curved screens.

Minor Changes

Although new vehicles are almost nonexistent here, minor design changes abound. The Meili Flex-Trac "Folding" six-wheeler, for instance, has been extensively developed of late and is shown in de luxe form with curvaceous cab and set back engine.

An F.B.W. light passenger vehicle is interesting for its use of a Self-Changing Gears' six-speed semi-automatic gearbox, unit-mounted with the horizontal under-floor engine.

These, and other detail novelties, make this Geneva Show interesting but hardly spectacular. A full description of the Show will be published in next week's issue.

Glasgow Man Loses Four A Vehicles

AFTER failing to take up the grant of a four-vehicle A licence in November, 1959, to take over part of a business operated by Joseph Lambert, a fresh application by a Glasgow haulier, Mr. William Wood, was treated as one for a new licence by the Scottish Licensing Authority, Mr. W. F. Quin, at a continued inquiry in Glasgow on Tuesday.

The question of revocation or suspension of the eight existing licensed vehicles following numerous breaches of conditions and operation without licence was also considered.

Mr. J. Law, for Wood, submitted there were delays in the purchase of Lambert's vehicles because part of the assets were sold elsewhere and by the time the take-over was complete two vehicles were unfit for use and the other two ceased operating very shortly after. By the time Wood was in a position to replace them the goodwill had been lost.

Refusing the new A-licence, Mr. Quin said there was no evidence of need and Mr. Wood's explanations were unsatisfactory. Decision would be reserved on the question of revocation or suspension of the other vehicles.

TEN MORE EIGHT-WHEELERS

SAM ANDERSON, Newhouse, was granted 10 additional eight-wheeled tippers (90 tons) on B licence to carry road and building materials within 60 miles, at Glasgow on Tuesday.

Departure from Normal User Alleged at Edinburgh

IN two applications for variations of A licences, heard before the Scottish Licensing Authority, Mr. W. F. Quin, at Edinburgh on Monday, the objectors alleged departure from normal user. Mr. John Salmond, of Fauldhouse, sought to add two eight-wheel tippers to carry fireclay for the Glenboig Union Fireclay Co., Ltd., to Central Scotland and four destinations in England; his figures of earnings for the five months August-December, 1960, showing a £5,000 increase on the previous year.

In reply to Mr. W. Brown, for the B.T.C., he agreed that to some extent the increase in earnings was due to a departure from normal user, the majority of the traffic now being to England. He had no breakdown of figures to show the amount carried in Scotland. Adjourning the application, Mr. Quin said the normal user was "Sand, fireclay and bricks in Central Scotland with extensions to Newcastle and Sheffield for fireclay and bricks" and information must be provided of the extent of Scottish operation.

The second application was by Mr. John Mitchell, of Grangemouth, to add an articulated unit to his one-vehicle A licence.

After evidence of the extension of the chemical and paper industries in the area and of an alleged shortage of vehicles to service Grangemouth Docks, Mr. J. Buchanan, for J. and A. Smith of Maddiston, Ltd., and Road Services (Forth), Ltd., submitted this was another case where local work had been turned into long-distance carrying and a vehicle once earning 20s. a ton was now getting 45s.

No Rebutting Evidence

After hearing Mr. W. H. Mack, B.R.S. depot manager at Grangemouth, say he had no availability schedules because his 27 vehicles were reasonably fully employed, and no evidence being offered by the independent objectors, he granted the application on the ground that there was no rebutting evidence of a surplus vehicle capacity. Normal user districts were confined to central and southern Scotland.

The main case of the day, an application by M. Allan (Carriers), Ltd., Airth, to switch four vehicles from contract A to A licence, was adjourned part heard.

Mr. J. Buchanan, for the applicants, said the vehicles were on contract to Schweppes, Ltd., and George Younger and Sons, Ltd., and the normal user sought was mainly goods for these companies. It would be a great advantage if deliveries could be mixed.

Mr. W. Moffatt, a director, said that 10 vehicles on A and B licence were also carrying for Schweppes and Youngers. To a large extent their total earnings for Schweppes in the year ending January, 1961, were £13,146 and Youngers £9,634, out of a total of £40,000.

Mr. J. Loudon, objecting for Highland Haulage, Ltd., said a similar application in October was refused and the situation had not changed. The applicant's evidence was that the contract vehicles were carrying for Schweppes (Home),

Ltd., but the contracts were in the name of Schweppes, Ltd., a clear breach of the law. Nor was there a witness from Youngers.

Adjourning the inquiry, Mr. Quin said that carrying for a subsidiary with contract vehicles was a breach of the regulations and he would require an explanation on the resumption.



H. Woodward and Son, Ltd., Formby, Lancs., supplied this articulated outfit to Sutton and Sons (St. Helens), Ltd., and they also built the special T.I.R. body on the Dyson semi-trailer. The Atkinson T.746XA tractive unit has a Gardner 6LX oil engine, and the vehicle will be operating on Continental haulage services.

Micrograms . . .

Power in Liverpool: New North Western divisional offices were opened by the Power Petroleum Co., Ltd., this week at 2-12 Cook Street, Liverpool, 2.

Lucas Argentinian Subsidiary: Joseph Lucas (Industries), Ltd., have formed, in conjunction with Siam Di Tella Ltda., the Argentinian concern, a subsidiary company to be called Tem-Lucas.

Changed Specifications: Trailer brake equipment and flashing direction indicators are now included as standard equipment on Leyland Comet CS3.5R and Super Comet 14SC.13R and L tractor chassis.

London Guide: London Transport's Visitors' Bus Routes map, issued as a pocket folder, is being supplemented by a poster map showing 15 key bus routes for visitors to London, which make up a simple framework for sightseeing.

Expanding: Peterborough Motors, Ltd., of Broadway, New Road and Brook Street, Peterborough, have opened an extensive new industrial and agricultural division in Oxney Road, Newark, Peterborough, including a large workshop and main spares store.

Address change: The address of Kenlowe Accessories and Co., Ltd., makers of the electrically-controlled fan which was described on page 117 of *The Commercial Motor* of February 24, 1961, is now Old's Buildings, 44-46 Windsor Road, Slough, Bucks.

"Piped" Music: The Birmingham and Midland Motor Omnibus Co., Ltd., have installed a system of "piped" background music at their coach station at Digbeth, Birmingham. They believe they are the first undertaking of their kind to install this service.

£600,000 Order for A.E.C.

A TOTAL of 200 A.E.C. chassis have been ordered by A.E.C. Vehicles (S.A.), Ltd. The order is worth more than £600,000.

Goods chassis included in the order are 84 Monarchs and 48 Mandator four-wheelers, 28 Mammoth Major six-wheelers and 20 Mammoth Major eight-wheelers.

The balance of the order is for 16 Ranger and four Reliance passenger chassis.

QUIET, PLEASE

NOISE—and how to control it—will be the subject of a three-day conference at the National Physical Laboratory, Teddington, Middlesex, from June 26-28.

New Branch: United Dominions Trust have opened a new branch office at 33 Kirkgate, Bradford.

Engineering Standards Conference: The seventh annual conference of engineers and others concerned with the application of standards is to take place in London on May 9 and 10. It will be opened by Lord Hailsham, Lord President of the Council and Minister for Science.

Thermo King Exhibits: The Refrigeration Division of Petters, Ltd., will be exhibiting five Thermo King units, together with compressor and engine components, at the Refrigeration and Air Conditioning Exhibition being held at Earls Court from April 11 to April 14. The exhibits will include bus and van units.

Automotive Sandwich Course: Bolton Technical College are to start a new sandwich course in automobile engineering next September, thereby becoming the only college in the North of England to offer such a course. The course is of three years' duration, with classes from September to June in the first year and from September to March in the second and third years.

Mr. C. W. Ward: Mr. C. W. Ward, director and general manager of Park Ward and Co., Ltd., has been elected president of the Institute of British Carriage and Automobile Manufacturers, and not of the Royal Automobile Club, as stated in *The Commercial Motor* of March 10. Mr. Ward succeeds Mr. E. P. Connolly, director of Connolly Bros. (Carriers), Ltd., who now becomes immediate past president. Mr. D. G. Northam, deputy chairman and joint managing director of A. W. Chapman, Ltd., is the new hon. treasurer of the Institute.

From Westminster

Plea for More Bus Shelters

From our Parliamentary Correspondent

ASKING that the British Transport Commission should provide shelters for bus passengers wherever they were required, Mr. George Strauss (Labour, Vauxhall) said last week that the situation in London was "ridiculous." London Transport Executive would pay only half of the £150 needed to erect these shelters, saying that the local authorities must provide the other 50 per cent.

This they were refusing to do, Mr. Strauss told the Minister of Transport in the Commons. "No action is likely to be taken by anyone unless the Minister or some outside authority ensures that the impasse is somehow resolved, and that the money can be provided from one source or another to set up these essential bus shelters," he added.

London Transport Executive could not be treated differently from other bus operators, replied Mr. Marples. Like many other bus operators the B.T.C. often provided or helped to provide shelters for passengers, and he did not think it would be right for him to direct the Commission to do so.

S.O.S.

THE Council of Shipping has asked Mr. Ernest Marples, the Minister of Transport, to impose restrictions on road and rail so that coastal shipping can carry more goods. In the Commons last week, the Minister was once again urged by the Opposition to speed up the co-ordination of coastal shipping and inland transport.

He said that this matter was bound up with the current examination of the statutory provisions for the protection and co-ordination of coastal shipping with inland transport—an answer which prompted Mr. George Strauss to point out that the problem had been before the Ministry in one form or another for many years past.

PENSIONERS' FARES

A SUGGESTION that all local authorities who run public transport should be allowed to give free travel to old age pensioners was turned down by Mr. Marples. If this concession were given it would bear very hardly on pensioners in places where the service was not provided by the local authorities, he told Mr. Hector Hughes (Lab., Aberdeen North) in the Commons.

SAFETY BELTS

DO not buy a safety seat belt for your vehicle unless it bears the B.S.I. kite mark. That was the advice given last week by the Minister of Transport, who added that he was very disturbed at the way in which some bodies were trying to push "certain commodities" which did not measure up to the standards.

Driver Took the High Road —with Nylons

THE dismissal of 19 drivers and the hiring of former Scotland Yard officers to check fuel records were among steps taken by Home Counties Plant Hire, Ltd., in an attempt to ensure that their drivers' records were accurate, said Mr. Norman Letts, representing the company at a public inquiry before the Metropolitan Licensing Authority in London last week.

The inquiry was into whether the Authority should revoke, suspend or curtail the company's A licence for convictions concerning the keeping of drivers' records, but in a written decision the following day, Mr. D. I. R. Muir said he had decided to give Home Counties the benefit of the doubt and to take no action.

Mr. Muir said that the convictions were for 20 summonses in October, 1959, and 95 summonses in January, 1961. He said it was necessary for it to be proved that

the company was guilty of wilfulness in regard to the records.

Mr. Letts said that the offences were completely beyond the control of Home Counties. The employer had no power to alter a record kept by his driver. All he could do was to check it as best he could, and if he found frequent inaccuracies he could dismiss the driver.

The Authority's examiners had followed two drivers. One of them was in fact carrying on another business on his own account at the same time as he was driving for the company. He was selling nylon stockings and other articles at 20 to 30 cafés on the route to Scotland.

The other driver who had been followed knew what was happening and took the examiners for a ride all round the country. "He finished by pulling up somewhat rapidly, approaching your examiners and addressing them in basic English."



The Shell Chemical Co., Ltd., is to operate this articulated tanker, which has a Mickleover 2,500-gal. stainless-steel tank and Scammell running gear. The Atkinson tractive unit has a Gardner SLW oil engine, Clayton Dewandre automatic chassis lubrication and Airpak air-hydraulic braking. A discharge pump is driven from the gearbox power take-off.

Orders and Deliveries

BEER TANKERS: East African Breweries, Ltd., have ordered a further three Albion Reiver chassis from Leyland Albion (East Africa), Ltd. They will be used for bulk distribution of beer to bottling depots in Tanganyika and Kenya. Tanks are being manufactured locally.

MOLASSES TANKERS: Eight more Scammell Routeman eight-wheeled tankers have been delivered to the United Molasses Co., Ltd. The new vehicles have 2,350-gal. tanks built by Andrews Brothers (Bristol), Ltd., of Liverpool.

RECENT CRANES' ORDERS: During the past month the following orders for Cranes trailers have been received: Five tank trailers and one 15-ton cranked-frame unit for Iraq; three 50-60-ton semi-trailer tank transporters for the Middle East; 12 12-ton and 12 10-ton pole semi-trailers, two 10-ton platform semi-trailers and one 25-ton cranked-frame semi-trailer for United Africa Motors, Ltd.; one 75-ton 32-wheeled trailer for the West Pakistan electricity concern; three 15-17-ton semi-trailers with air suspension and two 20-ton bogies for the Ulster Transport Authority; and eight 30-ton semi-trailers for the War Office.

DUTCH REIVERS: Leyland Holland, N.V., have ordered a further 24 six-wheeled Reiver chassis from Albion Motors, Ltd. The order is worth more than £60,000.

INDIAN COMETS: Ashok Leyland, Ltd., of Madras, have received orders for 70 Leyland Comet bus chassis—50 for Madras State Transport and 20 for Rajasthan State Transport.

SOUTH WALES MAMMOTHS: Ten A.E.C. Mammoth Major eight-wheelers have been ordered by T. A. Johnsey, Ltd., of Newport, Monmouthshire. The new vehicles will be used on general haulage.

RE-EQUIPPING: J. Chambers, Ltd., of Nottingham, have ordered five A.E.C. Mammoth Major eight-wheelers as the first step in a fleet replacement programme.

TRACTOR OIL ENGINES: A repeat order from Australia for 250 Meadows type 330 oil engines has been placed with Henry Meadows, Ltd. The engines are for Australian-built Chamberlain Countryman tractors.

London Busmen Press Claim for Inquiry

FROM OUR INDUSTRIAL CORRESPONDENT

LONDON busmen have replied to the Minister of Transport's refusal to set up an independent public inquiry into London Transport by threatening to ban all overtime.

The threat came last week from Mr. John A. Stevens, a driver at the Chelverton Road, Putney, garage, and chairman of the busmen's committee, who handed to Mr. Marples a petition for an inquiry signed by 145,000 people.

Figures indicating improvement in staff recruiting and recovery of lost mileage were "misleading in the extreme," it was stated. The alleged improvement in lost mileage was a "paper" solution due to cutting of mileage from the schedules and brought little or no relief to the public.

On staff shortage, London Transport were still 3,300 drivers and conductors short—or more than 10 per cent. on a staff of 32,000. Yet mileage lost was only 4 per cent. This big discrepancy, Mr. Stevens maintained, was an indication of the very high level of overtime being worked by bus crews.

58-hour Week

In January, anticipating an inquiry, the busmen agreed to permit up to 16 hours' overtime a week, thus raising the working week from 42 to 58 hours. "The attempt of the busmen's union to alleviate public distress by accepting an exhausting level of overtime is now used by you, as Minister, as one of the grounds for refusing to order the inquiry they ask for," the statement went on.

"In the light of your refusal to act it now becomes extremely doubtful whether London busmen will agree to continue this very high and dangerous level of overtime working. Should it be decided to place a ban on overtime your figure of lost mileage would immediately increase by 150 per cent."

The statement ended by pledging a wide public agitation for "an adequate and efficient bus service for the people of London."

MR. ELSE MEETS MAINTENANCE COMMITTEE

THE new West Midland Licensing Authority, Mr. John Else, was on Monday introduced to the West Midlands Maintenance Advisory Committee by his predecessor, Mr. W. P. James.

Giving details of vehicles examined in the West Midlands area between October 1, 1959, and September 30, last, Mr. Else said that 9,577 vehicles were examined and 4,281 prohibition notices issued.

Mr. A. R. Butt was appointed chairman of the committee and Mr. W. R. Rogers vice-chairman.

FREE SHIRTS

EDINBURGH Corporation transport department have approved the free issue of shirts and ties of uniform colour to bus staffs. Shirts are navy blue and ties a lighter blue. Shirts will be worn without tunics in summer.

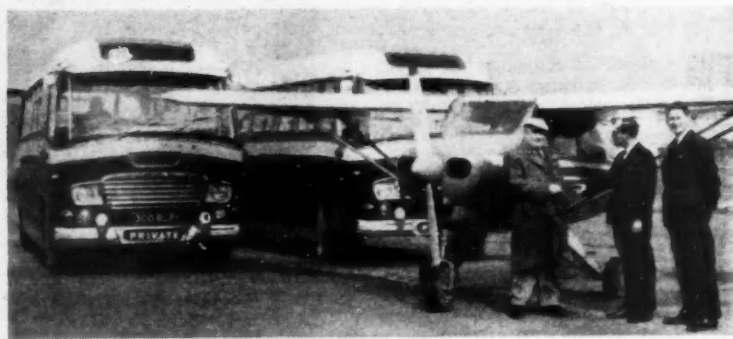
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Blackpool Speed the Buses

LOSSES of about £40,000 a year on trams may expedite Blackpool Corporation's plans to replace the Marton route with buses.

Less than a month ago it was the intention of the transport committee to retain the Marton trams until about 1965, but last Friday the chairman of the committee, Ald. E. E. Wynne, said: "We feel it might be as well to expedite the programme we had fixed."

At its next meeting the committee will consider tenders for buses for the Lytham Road tram route for delivery in 12 to 18 months' time. It is now thought likely that the Marton route will be changed at about the same time.



Mr. Frank Smith, of Frank Smith Coaches, Long Itchington, near Rugby (left), receiving log books and documents at Coventry Airport from Mr. D. M. Rowse (centre), managing director of Dispatch Motors, Southwark Bridge Road, London, who supplied Mr. Smith with the two 41-seater Thames Duple coaches. Mr. Rowse flew to Coventry with Mr. A. J. Barton, Dispatch Motors sales manager (right), in the firm's new plane, a Piper Tripacer.

200-mile Excursion Plea Rejected

THERE was no evidence to support an application by Leon Motor Services, Ltd., Doncaster, to run direct excursion trips from Doncaster to Southend, said the chairman of the Yorkshire Traffic Commissioners, Major F. S. Eastwood, at Leeds last week. However, a further application to run day excursions from Waterdale, Doncaster, to Cambridge, on Sundays and Bank Holiday Mondays, Easter to September, was granted, after objectors had been reassured that only day trips would be run. A third application for day excursions throughout the year to Belle Vue, Manchester, was partially granted.

Manchester Bonus Plan Opposed

MANCHESTER Corporation have been told that their £200,000 bonus scheme, designed to solve the city's shortage of busmen, is unacceptable to the rest of the country's bus undertakings, and would be an embarrassment to other employers.

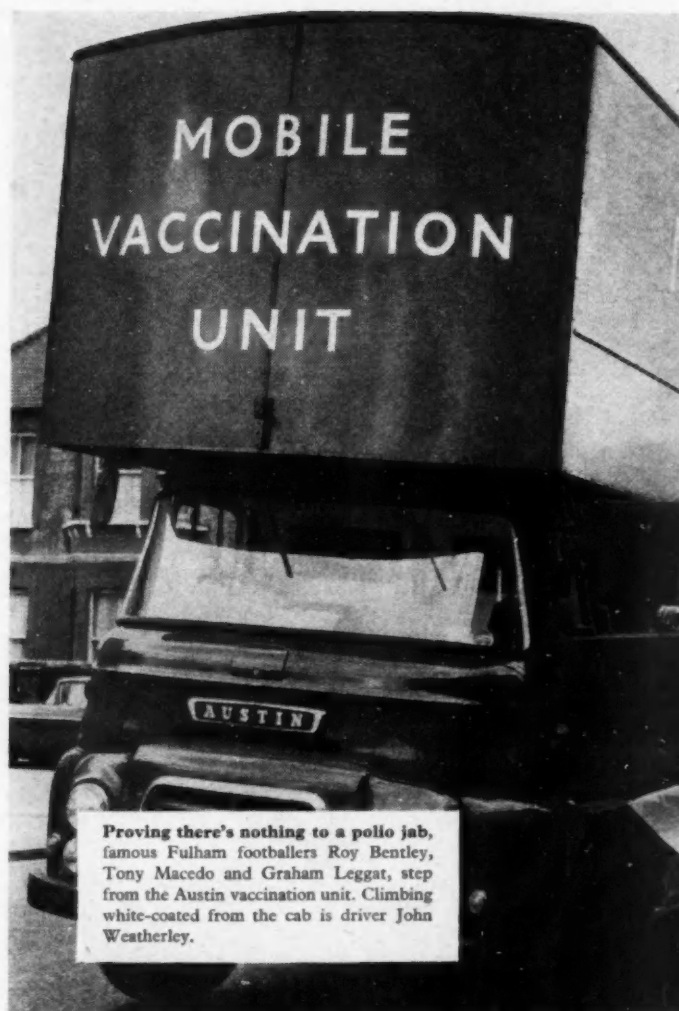
The executive of the Municipal Passenger Transport Association have strongly urged Manchester to "explore all other avenues to recruit labour, including the employment of conductresses before putting forward other bonus schemes."

Ald. Robert Weir, chairman of the Blackburn Transport Committee and a member of the M.P.T.A. executive, said last week: "Parts of the Manchester scheme cut clean across the national wage agreement. If this were introduced it would have repercussions throughout the country's transport industry."

"The main objections to it are that it has come at a psychological moment when the Transport and General Workers' Union have claimed a substantial increase in wages, and all other undertakings running in and out of Manchester have exploited to the full local labour, including women, to meet their labour shortages."

Mr. J. Mellor, objecting to the South-end application on behalf of a Yorkshire pool of five companies, described two coach routes with changes either at London or Cambridge, whereby travellers from Doncaster could reach Southend. A representative of the pool, Mr. C. G. Craven, said that they considered themselves the established operators to the Southern counties, and added that week-end traffic compensated for any loss their London week-day express service might incur.

The Commissioner granted one vehicle to Belle Vue when the railways were not operating excursion trips.



Proving there's nothing to a polio jab, famous Fulham footballers Roy Bentley, Tony Macedo and Graham Leggat, step from the Austin vaccination unit. Climbing white-coated from the cab is driver John Weatherley.



Self-contained unit. Inside the Austin are separate reception, surgery and sterilisation rooms. A 30 gl. tank supplies water to 2 sinks. 6 Calor gas cylinders run the refrigerator (storing a week's vaccine supply), heat the water, give emergency lighting when electricity is unavailable. A loudspeaker system is also installed.

Austin goes fighting fit into polio battle

WITHIN THE NEXT FEW YEARS thousands of people will have been inside this Austin 7 tonner. For the dark blue giant has dates to keep all over Britain; in busy town centres and tiny villages, at railway stations, factories, dance halls and sports grounds. It's a 13 feet high by 23½ feet long mobile vaccination unit, only one of its kind in the world.

Here you see it outside Fulham Football Club ground, and stepping from it are 3 men familiar to practically every Soccer fan and all who cheer for Fulham.

Adults and apathy The Austin's job? To encourage anti-polio injections among the up-to-40's. When lack of response to this campaign had doctors worried, Pfizer, manufacturing chemists of Sandwich, commissioned the mobile unit, fitted it, staffed it with nurse and drivers, and offered it free to all local medical officers. It is booked solid until mid 1962 and in the first 5 months 15,000 people were treated in it.

The unit was commissioned in early summer when polio risk is greatest. It was needed urgently. The Folkestone Motor Co. Ltd. built the body and handed the vehicle over completely fitted within 28 days.

Thumbs up, from the driver Since late June the vehicle has covered thousands of miles, and never been off the road. One week perhaps in Bradford, the next de-touring to avoid low bridges in remote Welsh valleys.

Driving it from the start has been John Weatherley, 20 years on London buses. He says, "Both my co-driver and myself say what a beautiful thing this 7 tonner is to drive. For comfort it's equivalent to sitting in a car. It rides very well and we've had no trouble whatsoever with it. From a driver's point of view it's a really wonderful job".

The huge Austin commercial range includes vehicles from ½ ton vans to 7 ton trucks.

All warranted for 12 months and backed by B.M.C. Service.

INVEST IN AN
AUSTIN

THE AUSTIN MOTOR COMPANY
LIMITED
LONGBRIDGE • BIRMINGHAM



CASTROL INDUSTRIAL OILS

**'All our diesel vehicles
use Deusol C.R. oils
with every satisfaction'**



Galbraith's diesel vehicles run on Deusol C.R. They operate in very congested traffic areas and the stop-and-start conditions of work are very arduous. Deusol C.R. has been proved to reduce greatly the excessive sludge formation these conditions cause. Galbraith's recommend Deusol C.R. to all other diesel-vehicle operators. It could be worth your while to find out why.

CASTROL INDUSTRIAL LTD., CASTROL HOUSE, MARYLEBONE ROAD, LONDON, N.W.1

Bishops Wharf Application Again Adjourned

THE strongly opposed application by Bishops Wharf Carrying Co., Ltd., was again adjourned at Liverpool last week. The company were applying to transfer four B vehicles to A licence to carry goods in connection with the exports, imports, lighterage, and wharfage sides of their business within 70 miles of their base at Warrington.

In case these proposals were refused an alternative application had been submitted to widen the existing conditions on the four B vehicles, at present authorized on local haulage within 10 miles of Warrington, Liverpool and Ellesmere Port.

On the previous occasion, Mr. A. H. Jolliffe, the North Western Deputy Licensing Authority, said he thought there would be no prima facie case for the transfer to A licence, but a limited grant might be made in respect of the wider conditions sought for the B licence.

Mr. R. Theobald, a supporting witness, said his company imported cloth and there were often delays in obtaining vehicles to remove goods from the quayside. If they were not removed within 72 hours special rates had to be paid. Recently these had been coming to between £3 and £4 per ship, and they coped with four vessels a month.

Mr. A. G. Childs, general manager of

Bishops Wharf, said they employed about five sub-contractors every day. Sometimes it took 20 telephone calls before a small load could be moved.

SAFETY LEAGUE TROPHY

WINNERS of the National Safety League's road safety competition are



to receive a new trophy which has been presented by the Firestone Safety Foundation. Designed by Mr. John Skelton, the Firestone Trophy is a contemporary interpretation of a family group under the protection of a pair of hands.

The trophy is to tour 79 towns and cities competing in the league.

Municipal Contracts

Darlington Corporation are to invite tenders for the supply of a mobile library.

Durham County Council ask for tenders for the supply of two Bedford vans for the Health Department.

Idle of Ely Fire Services Committee have authorized the invitation of tenders for the supply of a water tender vehicle, and a Personnel Carrier vehicle.

Bournemouth Corporation Highways and Works Committee ask for tenders for the delivery of two new 10-12-cwt. vans with two old vans taken in part exchange.

Stockton on Tees Corporation have invited Park Royal Vehicles, Ltd., and Metropolitan-Cammell-Weymann, Ltd., to submit tenders for the supply of seven bus bodies.

Peterborough Corporation Highways Committee have approved the purchase of new vehicles to replace a road roller, a gully emptier, a Bradford van and a compressor.

Stretford Corporation Health Committee have authorized the placing of an order with Dennis Brothers, Ltd., Guildford, for the delivery during the year 1961-62 of a Paxit III refuse collector.

Rugby Corporation are recommended to accept the tenders of G. T. Hilton and Co., Ltd., Rugby, for the supply of two Karrier Gamecock hydraulic tipping lorries, for £2,797, and a Karrier Bantam dual-tip junior refuse collector for £1,763.

Burnley Corporation Cleansing and Transport Committee have accepted the tenders of Holden and Hartley (Burnley), Ltd., amounting to £502, for the supply of a 10-cwt. Bedford van, and of Hattons (Burnley), Ltd., amounting to £383, for the supply of a 5-cwt. Austin "Seven" van.

Luton Corporation Transport Committee are to place an order with Dennis Brothers, Ltd., Guildford, for the supply of six "Loline" bus chassis; fitted with Leyland engines, at a cost of £3,310 per chassis. The general manager has been authorized to invite quotations for the supply of six new 64-seater bus bodies, with front entrances, for fitting to the above chassis.

Westminster City Council Public Cleansing and Baths Committee report that provision has been made in the annual estimates for 1961-62 for the purchase of 12 electric mechanical horse motive units. Standard units are not suitable for the type of trailers operated in the city and it will be necessary to purchase chassis and cabs only. The motors being purchased from existing units. It is proposed to accept the tender of Dennis Brothers, Ltd., who will supply the chassis and cabs for £1,902 10s. each. The estimated cost for the whole job is £27,678.

Cardiff Corporation Special (Purchase of Motor Vehicles) Committee have accepted the tenders of J. E. Howard, Ltd., for the supply of a Land-Rover at a cost of £647 10s., and of Peter Williams (Car Sales), Ltd., for the supply of a Land-Rover at the cost of £628 10s. The Waterworks Committee have asked the Special Purchase of Motor Vehicles Committee to purchase a new 15-cwt. Austin 152 "Omni van" at an estimated cost of £526, to replace a Morris van.

Warwickshire County Council Health Committee recommend that authority be given for the purchase of eight Bedford J.I. series ambulances at a total estimated cost of £14,200, to replace eight ambulances now in use, and for the purchase of a Bedford dual-purpose ambulance at an estimated cost of £1,650. The Fire Brigade Committee recommend the purchase during 1961-62 of the following vehicles for replacement purposes: two foam pump water tenders, at a cost of £7,600; a 4-ton general purpose truck at £11,000; one canteen van, at £1,200; a 30-cwt. van at £600.

North Riding County Council Highways and Bridges Committee have approved the purchase of the following plant and equipment: nine tractors at £6,151; two rotary sickles at £199 10s.; six 6-ton tipping lorries at £6,354; two 10-cwt. vans at £758; five suction sweeper/collector vehicles at £17,299; one air compressor at £1,050; and four 1-cu.-yd. dumpers at £1,836. The Health Committee have been authorized to purchase during 1961-62, six Bedford traditional ambulances and six Bedford light transit dual-purpose vehicles at a total estimated cost of £17,400. The Fire Brigade Committee have authorized the purchase of a water tender vehicle and a pump escape vehicle.

Swindon Corporation are to place a provisional order with (a) Western Contractors Services, Ltd., Bristol, for the supply of an International B.T.D. 20 tractor and scraper, at a cost of £10,745; (b) Rushton Bucyrus, Ltd., Lincoln, for an R.B. excavator at a cost of £3,617; (c) Stothert and Pitt, Ltd., Bath, for the supply of a 42-in. R.D. vibrating roller, at a cost of £2,635; (d) Skurray's, Ltd., Swindon, for the supply of a Bedford 5-ton lorry at a cost of £1,356 and, (e) E. Boydell and Co., Ltd., Manchester, for a Muir-Hill 3-cu.-yd. dumper at a cost of £1,405. The Transport Committee recommend that approval be given for the purchase of five new double-deck buses at an estimated cost of £28,500, and tenders are invited from specialist firms. The Sewage and Water Works Committee have accepted the tender of F. Taylor and Sons (Manchester), Ltd., for the supply and delivery of a 4-ton four-wheel-drive slewing crane with ancillaries, for a cost of £7,571.

GILBERTIAN

"THE railways have again been causing trouble to East Coast hauliers; they are trying to win business, which is, of course, a very creditable aim in principle, but their method seems to be most odd from a business point of view; they are charging less than the work is costing."

"However, this Gilbertian situation is, I suppose, to be expected with an industry which, in the normal course of events, would go bankrupt, but which is kept going by regular injections of taxpayers' money."—Mr. C. Robinson, vice-chairman of the Eastern area of the R.H.A., at the Great Yarmouth sub-area annual dinner.

New Anti-theft System

A NEW idea for safeguarding a vehicle and its load against theft has been devised by Mr. A. T. V. Johnson, a motor engineer from Melton Mowbray, Leicestershire. It consists of three combination switch units which, when the vehicle is tampered with, immobilize the engine and sound an alarm at one-second intervals.

Once this interference has occurred and the alarm sounded, the only way to stop the alarm and re-start the engine is to select the correct combination, which is chosen by and known only to the driver.

Two 12-position switches are fitted in the cab to stop the vehicle from being stolen and an external 12-position switch protects the driver and the contents or load. These three combination switches together provide over 17,000 different alarm settings. The device can be built to include its own visual or aural warning signal and power supply, so as to be quite self-sufficient and independent of the vehicle equipment if so desired.

No Ignition Key

The internal unit dispenses with the need for an ignition key, if used, and the only way for the driver to stop the engine is to put one combination switch to a "ready" position and this automatically sets the device. In addition, security switches can be inserted in the load, which also brings the system into operation if any part of the contents are disturbed.

Mr. Johnson, who takes his "Car-guard" system into the final of the *Daily Mail*—B.B.C. "On the Spot" television programme next Thursday, is hoping to win the top prize of £5,000, so that he can market his device at an approximate cost of £12.

HOLIDAY PLANNING

TOURING at home and abroad will be the main theme of the Spring Number of our associated journal *The Motor*, which will be on sale next Wednesday, March 22. In addition, this issue will feature a full Road Test of the new 150 m.p.h. E-type Jaguar.

Progress in Plastics

A CONFERENCE organized by the Du Pont Co. (United Kingdom), Ltd., last week and attended by members of the automobile industry, dealt with the application of Du Pont plastics in this industry—in particular Delrin acetal resin.

Delrin is a new product and has been developed primarily for use in the manufacture of parts normally made of metal. It is said to be the first plastic with strength properties approaching those of non-ferrous metals and to have advantages over die-casting alloys in regard to lightness, and toughness combined with resilience. Like other thermoplastic materials Delrin has the added advantages that it is inert to chemical action and is not subject to corrosion.

Among current automobile applications of Delrin were said to be—door handles, window-winder handles, speedometer gears, air couplings between tractors and trailers, and various bushings. A significant application of the new material is its use in the manufacture of mouldings

for complete instrument nacelles in which printed circuits for the wiring layout could be incorporated and used in conjunction with plug-in instruments and connections.

Other Du Pont plastics dealt with were Teflon TFE and FEP fluorocarbon resins. Advantages of these materials, which are both in the same plastics family, are that they are completely inert to virtually every known chemical and have a surface to which nothing will stick. In addition, they can be used for continuous service at high temperatures—up to 400° F. for FEP and up to 500° F. for TFE—and are not affected by moisture and prolonged exposure to sunlight.

Tests with Teflon TFE as a bearing face are said to have indicated the possibility of making ball joints for suspension systems which would never require lubrication. The property of low friction which Teflon TFE possesses has led to its use for such parts as steering column, crankshaft, fuel pump and clutch bearings, and I.C. engine and compressor piston rings.



J. C. Bamford (Excavators), Ltd., Rochester, Staffs., use this Guy Invincible Mk. II tractive unit on earth-mover deliveries. The semi-trailer was built by the British Trailer Co., to a Bamford design and provides stowage for display and demonstration equipment. Seen on the trailer is one of Bamford's new JCB excavators.

New Transport Companies

F. W. Transport, Ltd. Cap. £500. Dirs.: H. C. Walker, E. E. Walker and Y. I. Walker, 40 Englested Close, Handsworth, Birmingham. Sec.: Y. I. Walker. Reg. office: 396 High Street, West Bromwich.

R. and B. P. Stone (Matlock), Ltd. Cap. £1,000. Dirs.: B. P. Stone, Inglewood, Woodhouse Lane, Winstar, near Matlock; H. Bamford, 16 Mountain View, Dundle Road, Matlock, and R. Stone, 22 Lea Croft Road, Winstar. Sec.: H. Bamford. Reg. office: Inglewood, Woodhouse Lane, Winstar.

Lirber Transport, Ltd. Cap. £100. Subs.: S. Hart and A. Hart, Imperial House, Kingsway, London, W.C.2. Sec.: S. Hart. Reg. office: 713 Imperial House, Kingsway, London, W.C.2.

Summly Haulage, Ltd. Cap. £100. Subs.: J. Herbert and T. A. Herbert, 156 Strand, London, W.C.2. Sec.: T. A. Herbert.

J. J. Gallagher and Sons Demolition and Excavation Contractors, Ltd. Cap. £1,000. Dirs.: J. J. Gallagher and Mrs. C. M. Gallagher, 1 Torbay Court, Clarence Way, London, N.W.1. Sec.: C. M. Gallagher. Reg. office: 1 Torbay Court, Clarence Way, London, N.W.1.

Smith and Kees Transport, Ltd. Cap. £1,000. Dirs.: B. Smith, Hazledene, Station Road, Horsham.

W.J.G. (Transport), Ltd. Cap. £200. Dirs.: W. J. Griffiths, 65 Henry Street, Newport, Mon. A. E. Tutton, 122 Hendre Farm Drive, Newport, H. N. Goodwin and J. E. Williams. Sec.: J. E. Williams. Reg. office: 65 Henry Street, Newport.

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Tugot Haulage, Ltd. Cap. £100. Subs.: J. Herbert and T. A. Herbert, 156 Strand, London, W.C.2. Sec.: T. A. Herbert.

F. and T. Clubb (Haulage), Ltd. Cap. £100. Subs.: J. Herbert and T. A. Herbert, 156 Strand, London, W.C.2. Sec.: T. A. Herbert.

J. Payne and Sons (Hauliers), Ltd. Cap. £5,000. Dirs.: G. Payne, D. Payne and R. Payne, 16 Osborne Road, London, W.3, D. R. Payne, 8 Osborne Road, London, W.3, J. A. Payne and R. Barker. Sec.: D. R. Payne. Reg. office: 16 Osborne Road, London, W.3.

R. J. Taylor (Transport), Ltd. Cap. £1,000. Subs.: P. O. Ansell and G. A. Corderoy, 116 Chancery Lane, London, W.C.2.

Southwells Transport, Ltd. Cap. £100. Dirs.: J. D. South, Victoria Street, Billingham, Lincoln. K. G. Wells, 170 Longheath Gardens, Croydon. A. A. Dougal, 19 Foxbury Drive, Chelsfield, Orpington, Kent. Sec.: C. Homley. Reg. office: 194 Lower Addiscombe Road, Croydon, Surrey.

Mac Transport, Ltd. Cap. £3,000. Subs.: B. T. McCarthy and K. W. McCarthy, 27 Gay Gardens, Dagenham.

Tadbus Haulage, Ltd. Cap. £100. Subs.: J. Herbert and T. A. Herbert, 156 Strand, London, W.C.2. Sec.: T. A. Herbert.

E. Hill (Removals), Ltd. Cap. £100. Dirs.: C. E. Hill and Mrs. N. Hill, 2 Grove Avenue, London, N.10. Sec.: M. Claff. Reg. office: 235 Baker Street, London, W.1.

The Best of British . . .

AN application at Bristol by Mr. T. J. Bryant, of Bath, for a new B licence for a 5-ton tipper within a radius of 15 miles, was opposed by five independent operators who did not appear.

Mr. Bryant, conducting his own case, said he was an accountant in the employ of Elmes Brothers, and he had been able to ascertain the shortage of vehicles because a number of other hauliers often phoned for the hire of his employer's vehicles.

The applicant said he had no letters or witnesses in support. He would remain in the employ of Elmes Brothers, and would be able to sub-contract his vehicle to them if they required it.

The Licensing Authority then stated: "The objectors cannot regard this matter as very serious, and I therefore grant the application as applied for, and wish you the best of luck."

MOTLEY COLLECTION ON THE BY-PASS

OUR pleasure at the opening this summer of the Doncaster by-pass will be tempered with some regret that in its construction more use was not made of the services of local hauliers, said Mr. D. O. Good, a national vice-chairman of the Road Haulage Association, at the annual dinner on Tuesday of the Yorkshire (Sheffield) area.

The pattern is one that has become common in other parts of the country, he said. Contractors seem to fight shy of dealing with hauliers as a body, and prefer to make arrangements with individual operators, many of whom come from a long way away.

It is impossible to keep control over such a motley collection and as a result there are invariably complaints that people are working on the job without a carriers licence, and that they are neglecting the road safety rules for maintaining their vehicles and restricting the number of hours worked. Another familiar spectacle as the project continues is a crop of bankruptcies and failure to keep up with payments on the vehicles.

CENTENARY YEAR

CELEBRATING their centenary this year: Jones Bros. (Coachbuilders), Ltd., of Old Oak Common Lane, Willesden, London, N.W.10. The company was founded in February, 1861, at Notting Hill and operated as a family business for 90 years. The move to Willesden was made in 1949.

Jones Bros. build bodies of all types to requirements, including all-metal van bodies, pick-ups, demonstration vans, hearses and ambulances.

RAIL RATES UP

AS from April 3, British Railways will charge approximately 10 per cent. more for consignments, sent by goods train, weighing 5 cwt. or less. This increase will also apply to parcels traffic sent by passenger train at owner's risk.

British Exhibitors at Leipzig

Segregated but Satisfied

A GOOD reception awaited British exhibitors of commercial vehicles at the international Leipzig Spring Fair (March 5 to 14). Although most of the vehicles on show came from countries behind the Iron Curtain, or from Austria and Federal Germany, the United Kingdom was able to assert itself in this sphere.

British exhibitors included the Rootes Group with two Commer oil-engined 7-tonners; Steels Engineering Products, Ltd., of Sunderland, with a Coles-bodied mobile crane; Ransomes and Rapier, Ltd., of Ipswich, with the 1520 diesel-electric mobile crane; K. and L. Steelfounders and Engineers, Ltd., of Letchworth, with a Jones KL 1220 unit mounted on a Foden-Gardner six-wheel chassis and off-the-road units produced by Aveling Barford, Ltd., of Grantham, Massey-Ferguson, Ltd., of Coventry, and David Brown Tractors, Ltd., of Meltham.

An overall picture of a satisfactory level of foreign interest in the stands was reported by British exhibitors, not only from the East Germans but also from other interests, particularly those of Iron Curtain countries. Ransomes and Rapier even told of visits to its open-air stand before the opening of the exhibition.

Interest would, perhaps, have been even greater had it been possible for commercial vehicles to be shown in a special section of the Technical Fair which formed one part of the Leipzig event (the other part was a display of consumer goods), as were most other commodities. As it was, the British range was centred in or around the British national pavilion, where capital goods of all shapes and sizes were on show. Those of other countries were shown on a number of scattered sites, or in national displays elsewhere in the Fair area.

Mixed Exhibits

This meant that many prospective buyers completely overlooked certain of the vehicles exhibited, or had made a decision before getting around to the other stands. In addition to a rather unsatisfactory catalogue (in one language only), this situation perhaps robbed vehicle exhibitors of chances to sell.

Although British exhibitors kept rather to standing lines in their production programmes, there were a number of interesting new developments to be seen on the displays of the eastern European satellite countries.

What must be the smallest articulated goods vehicle in the world was introduced as an addition to the range of "Multicar" vehicles, produced by VEB Fahrzeugwerk Waltershausen, of Waltershausen, in the Soviet-controlled area of East Germany. A cabless vehicle with a 6.5 h.p. oil engine, it is designed for short-distance road work or use inside factory areas, and is now available equipped with a semi-trailer with a payload of 2 metric tons. The same basic

by John Wicks

unit may also be used as closed van, pick-up, dumper or sprinkler.

Another new development from the same source is a 2.5 metric-ton lorry from the Zittau works of VEB Robur-Werke Zittau—the "Robur." Its chassis may be used for lorry, van or bus production, is equipped with a 70 h.p. Otto engine, air-cooled and with four cylinders, and has synchromesh on its second to fifth gears.

A giant trailer—capable of carrying as much as 57.4 metric tons on its 5,650-mm. by 3,270-mm. loading surface—to be drawn at 5 m.p.h., and equipped with alternative engine-driven or manual-hydraulic lifting apparatus, was shown on the stand of VEB Fahrzeughydraulik Frankenberg, of Frankenberg. Regular demonstrations of the trailer's operation were given.

From Czechoslovakia came the Tatra HSC-5 lorry-mounted crane, among other vehicles. This unit, marketed by Motokov, of Prague, weighs a total of 14.36 metric tons and incorporates a crane powered by a four-stroke, four-cylinder Tatra petrol engine. It is capable of lifting 5 metric tons with a lifting head set at 4.8 metres from the crane base, 4 metric tons with a head set 6 metres from the base and 2.5 metric tons with a crane extension out to 8.5 metres from the base.

Also of interest among the Czech exhibits was a large-capacity single-

decker trolleybus made by the Skoda concern. With a 115-kW., 600-volt power unit, the vehicle has a capacity of 100, excluding driver and conductor, in a body 11 metres long, 2.5 metres in breadth and with 3.251 metres combined height.

Exhibited for the first time by the Mogürt trading organization of Budapest was the Hungarian articulated tanker produced by the Csepel vehicle works. Shown as a 12,000-litre capacity milk tanker, this unit is powered by a six-cylinder oil engine.

Two new developments in the goods vehicle field were to be seen in the national exhibition of the U.S.S.R. These were an improved version of the UAS 451 D small goods vehicle, with a 70 h.p., four-cylinder engine, 800 kilogrammes payload and equipped with four-gear drive; and a new model of the GAS 51 W type, with payload increased to 3.5 metric tons and engine power to 78 h.p.



Displayed for the first time at Leipzig was this Csepel milk tanker from Hungary, distributed by the Mogürt organization of Budapest. Its capacity is 12,000 litres and it is powered by a 145 h.p. diesel engine.

Among interesting vehicles exhibited by other countries was a 103-capacity double-decker bus manufactured by Gräf und Stift Automobil-AG, of Vienna, and powered by a six-cylinder, 150 h.p. under-floor oil engine.

R.H.A. Elections

THE following officers were elected at sub-area meetings of the R.H.A.:—

Oxford: Chairman, Mr. G. J. Wilsdon (J. Curtis and Sons); vice-chairman, Mr. L. R. Robson (A. E. Robson, Ltd.); hon. sec., Mr. H. W. Dines (H. W. Dines and Co.); area delegates, Mr. L. J. Robson and Mr. G. J. Wilsdon.

Dorset and West Hants: Chairman, Mr. H. J. Cutler (H. J. Cutler); vice-chairman,

Mr. S. Rogers (G. Rogers (Parkstone), Ltd.); area delegates, Mr. H. J. Cutler and Mr. S. Rogers.

Devizes and Central Wilts: Chairman, Mr. R. Chivers (F. Chivers and Sons); vice-chairman, Mr. D. A. King (Amesbury Transport, Ltd.); hon. sec., Mr. H. Pearce (G. Pearce and Sons); area delegates, Mr. S. E. Goss, Mr. R. A. Boulter and Mr. R. C. Syme.

Significant Licensing Cases

Stricter Control on Short-term Licences?

ON many questions concerning the interpretation of licensing law confusion reigns supreme, and in none more so than the use of figures of short-term operation as evidence of need for a substantive grant. At first glance it seems common sense that the full-time capacity operation of short-term vehicles, should make a *prima facie* case for the grant of a substantive licence.

For a number of reasons, however, the Transport Tribunal's recent ruling in favour of the acceptance of this type of evidence makes it imperative that Licensing Authorities should publish all short-term licence applications to enable hauliers likely to be affected to object.

In the past many such applications have been granted at short notice, and it was left until the substantive application before objections were heard; the short-term grants were said to be "without prejudice."

Under the latest ruling a haulier, who has idle or under-employed vehicles capable of doing the work, faces a very much greater burden of proof when objecting to the substantive application if the applicant's short-term vehicles have been operating fully loaded for some months.

It now becomes of the greatest importance not only to object to the short-term application, but, if this fails, to follow it up and ensure that figures for the whole of the applicant's fleet are considered at the substantive hearing, in case the short-term vehicles have been kept fully loaded at the expense of existing licensed vehicles.

Once again it is the Northern Licensing Authority, Mr. J. A. T. Hanlon, who has drawn attention to the anomalies involved. The grant of a short-term licence is intended to prevent undue delay in cases of urgency, but, unless potential objectors are to be treated unfairly, there must now be publication and an opportunity afforded to them to contest such applications, involving the very delay short-term licences were designed to avoid.

Mr. Hanlon takes the view that if the procedure followed throughout the country, since the inception of the Act, is wrong, there should be a tightening up to ensure no undue advantage accrues to applicants.

At Carlisle recently he said that in future the grant of short-term licences would be much more strictly controlled, and kept down to the absolute minimum. Only in cases of extreme urgency was there likely to be a grant.

One of the difficulties hauliers have to face in trying to keep abreast of their responsibilities under the licensing system, is differences in procedure in the various traffic areas. It would be a big step in the right direction if the Licensing Authorities could be persuaded to act in

concert, not only in important matters of principle, but also on minor questions of procedure and publication.

The Contract A Bogy

SO far as the conversion of contract A and C licences to public A and B licences are concerned, there is no confusion—simply a wide-open door which makes nonsense of effective control. The question of "return load" traffic has always been cold-shouldered by the Transport Tribunal, who either do not grasp, or have ignored, the fact that continual grants to enable C licensees or contract holders to carry back loads for other people, must eat into the outward traffic of hauliers in the areas concerned.

The appeals which are likely to be made to the High Court in the Arnold and Merchandise Transport cases may clarify the position, and either show the interpretation of the law by the Transport Tribunal to be wrong, or justify amending legislation. Meanwhile, Licensing Authorities are constrained to make grants which they feel are unjustified.

In the case of J. Millican (Penton), Ltd., at Carlisle in February, who sought to add seven vehicles to public A licence which were authorized under contract A, the Northern Licensing Authority, Mr. J. A. T. Hanlon, granted three vehicles, subject to the surrender of their contract licences and an undertaking not to add to the rest of the contract fleet for 12 months.

Despite making a grant, Mr. Hanlon went on to say that it was perfectly clear from the evidence that there was advantage to be gained by obtaining return-load traffic from Lancashire. It was not in the public interest that there should be substantial gains in the right to carry return loads, nor in the interests of the haulage industry generally; nor was it within the spirit of the Road Traffic Act.

No one can blame interested parties for jumping on the band-wagon, and it will be instructive to see the reactions in the Yorkshire and East Midland traffic areas to the application by the Ross Group transport company, Two Counties Transport, Ltd., to transfer 41 vehicles, eight trailers and 36 insulated containers from C to A licence. There is also a 17-vehicle switch sought by a Stoke haulier in the North Western area.

SMOKE SIGNALS

WORKERS' services to the Derwent Valley reservoir at Edmundbyers, in the Northern traffic area, may soon be the object of test cases to determine whether road service licences are required.

The Northern Traffic Commissioners recently notified Graham Bros., Blaydon, Co. Durham, who had been asked to convey workmen from all parts of the north east to the site for John Mowlem and Sons, that they considered licences were necessary. But, after taking legal advice, Graham Bros. withdrew applications for short-term licences. Mr. J. R. C. Samuel-Gibbon, on their behalf, expressing the opinion that there was nothing to indicate that there was anything in the way of separate payments.

It will be interesting to see what action is taken by Northern area enforcement officers when the services are in full operation.

*

A NEW line of attack was adopted by the B.T.C. recently when objecting to applications by Sunter Bros., Ltd., and Siddle C. Cook, Ltd., for additional vehicles to carry long lengths of steel.

Their advocate put forward the submission that although evidence was provided of new civil engineering sites being opened and of the quantity of steel that had to be transported, the Licensing Authority was never informed of sites that had been completed. Much of the new traffic could be met by vehicles released from finished jobs.

Applicants would be well advised to arm themselves against this type of attack.

Special A and Public A Vehicles

IS it necessary to distinguish between the traffics carried by special A vehicles and public A vehicles when applying to translate special A licences into public A licences?

The Transport Tribunal discuss the question in their summary of the conclusions reached in the Road Services (Caledonian), Ltd., appeal.

Road Services (Caledonian), Ltd., had applied for new public A licences to cover both special A vehicles and those already on public A, a total of 106 at four different bases, Dumfries, Stranraer, Lockerbie and Abington, with a normal user, in each case, of "all classes of merchandise, Scotland, England and Wales." This was amended at the public inquiry to read, "general merchandise to England and Wales, 55 per cent.; Scotland, 10 per cent.; meat and insulated traffic, 20 per cent.; milk as directed by the Milk Marketing Board and smalls

(Continued on page 213)

**DOUBLE
TROUBLE
FOR
THE
TRANSPORT
MANAGER**



When the boss bawls you out over transport troubles, and your drivers are held up till you sort it out, do you wish the wheel had never been invented? You wouldn't if you got in touch with us. Nowhere will you find knowhow like ours. Our new commercial and private vehicle showrooms are the biggest and the best in the country—33,000 square feet for **AUSTIN** and **MORRIS**. Our service is second-to-none, 200 engineers are qualified to see to that. Our B.M.C. spares department always has close on £200,000's worth in stock. Our breakdown lorries and delivery vans go anywhere, anytime. So, see us for your fleet... be it trucks, vans or cars... however many, or few.

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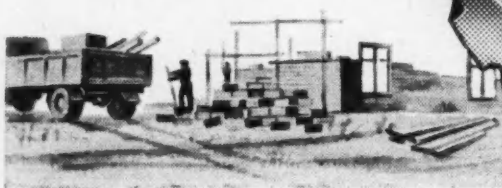


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Planned Future For Public Transport

No Cause For Pessimism, Says London Transport Man

THE necessity for local travel by public transport in a car-owning age will be positively recognized and adopted as a matter of policy. Planning and road improvements of our cities and towns will proceed on a basis which will facilitate and encourage travel by public road services. Traffic management will make it increasingly possible for public service vehicles to move freely and punctually on the streets.

These were three conclusions drawn by Mr. L. C. Hawkins, a member of the London Transport Executive, when giving a paper, "Mass Transportation in the Future," to the Institute of Transport in London on Monday.

More Journeys

In fact, he said, there were no grounds for pessimism. Passenger journeys on public transport had fallen by 17½ per cent. between 1949 and 1959, but the remarkable thing was that the fall had not been greater. There were now three times as many cars and motorcycles on the roads than there were before the war. Yet, despite the increase in private motoring, passenger journeys on public road transport services were one-third greater than in pre-war days.

Economy Essential

Another of Mr. Hawkins' conclusions was that the financial future of public transport would have to be secured. Economy and efficiency would be essential in the future, but the quality of the services would always depend, in the long run, on the money that was available to support them and which could only come from fares.

He added: "In considering fares it is appropriate to remember that we are assuming a future when standards of living will continue to rise; the challenge of the assumed growth in private motoring depends on it."

Financial hazards had to be accepted in public transport undertakings, went on Mr. Hawkins, and this applied both to fluctuations and trends in the volume of revenue-earning business and to the costs that had to be incurred to earn the revenue.

On a Knife-edge

Yet the finances of many transport undertakings were balanced on the knife-edge of narrow revenue margins. What progressive commercial undertaking, he asked, would be prepared to live on a price schedule which allowed a surplus (assuming everything went according to plan) of no more than 2½ per cent. over its working and fixed expenses?

With more ample financial cover fares policy could be fixed on a long-term basis, and the financial stability which is essential to solvency would be strengthened.

Accepted

In this country, said Mr. Hawkins, public road services were accepted as a means of daily travel long before private motoring was used on any scale. In America, for instance, the opposite happened. Travel by public transport was still accepted here as part of the daily way of life. This attitude of the public was something that must be preserved.

One of the most difficult problems will come from the changing pattern of travel between peak and off-peak

periods. Heavy peak-hour services were only unremunerative if a reasonable proportion of vehicles could not be kept in service during the rest of the day.

"Our object must be to encourage casual travel by the quality of the ride we give, and the convenience, speed and punctuality of the service," he remarked.

The question of the best type of vehicle was a complex one, particularly in regard to standee buses. The policy down the years had been to provide comfort, as near as was practical, to private car standards. This was particularly important in relation to women passengers, who at a guess made up at least half the total carried.

The important thing was that we should not close our minds to the possibility of gaining a net advantage from a selective use of standee buses until the case had been proved one way or the other.

Staggering of Hours

Staggering of hours of work was important. Much had already been done. Since the present campaign began in London five years ago, some 50,000 people had changed their hours of work.

Town and country planning and transport were intimately, indeed inextricably, linked. Good planning ultimately depended for its success on access and freedom of movement for the people who will use the areas that are being planned.

It was this link between planning and transport that made the forthcoming large-scale survey of the origin and destination of passenger travel in London so much to be welcomed.

Significant Cases (Contd.)

The figures did not distinguish between the operations of the special A vehicles and those on public A, and it was submitted by Mr. T. H. Campbell Wardlaw for 18 objectors that this should have been done. If a small firm had been applying they would have been required to make the distinction. (This requirement is not uncommon in many traffic areas.)

The Tribunal's view was that Road Services (Caledonian), Ltd., should not have been so required, and if they had been and were refused a licence on that ground the Tribunal would have upheld an appeal.

within 80 miles, 15 per cent."

They go on to say that they think that if one of the appellants had been a small firm with five vehicles on an expiring special A licence and, say, two vehicles on public A with a different declaration of normal user, they would have thought it quite right for the Licensing Authority to have granted a public A licence for the seven vehicles, with a declaration of normal user such as was proposed to the respondents by the Licensing Authority here and accepted. It should not be laid down as a general principle that, because an application relates to the renewal of both public A and expiring special A licences, the users to which those two classes of vehicles have been put in the past must be distinguished. That would cause great inconvenience to a large firm

and equally to a small firm. It is for the Licensing Authority in each case and for the Transport Tribunal, on appeal, to consider whether the evidence broadly justifies a grant.

They upheld the grant except for four vehicles, based at Dumfries, which were admitted to be unsuitable for the carriage of loads which were trunk or long distance traffic.

In essence it appears that if the work a mixed special A and public A fleet has been and is doing justifies a wider declaration of normal user than in the past, and the vehicles are all capable of long distance work, the figures for all the vehicles may be put forward in evidence, without distinction, to justify a broader grant.

New Equipment and Publications

Quick Insulation

THE application of foam-plastics insulation is greatly simplified with a spraying technique and equipment developed by the Aerograph-DeVilbiss Co., Ltd., Lower Sydenham, London, S.E.26, in conjunction with Baxenden Chemical Co., Ltd., Clifton House, Euston Rd., N.W.1.

With the equipment, called "Foam-in-place," rigid polyurethane foam can be sprayed on to any article to be insulated. The two liquids which go together to make the polyurethane are sprayed separately through a special gun and are thoroughly mixed outside it. A thin film of the material is applied to the article and in a short time this expands to a 2-in. layer of rigid foam. Additional

layers can be applied to increase the thickness of the insulant.

This new process will have many applications, amongst them quick and easy lagging of service pipes, heat ventilation ducts and storage tanks. In addition, the foam can also be used to strengthen plastic and metal panels and provide anti-drumming insulation.

Total cost of the equipment, complete with hoses, connectors and sundry fittings is £416.

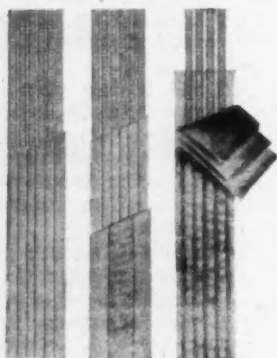


Aerograph-DeVilbiss "Foam-in-place" equipment being used to apply a coat of polyurethane foam to prevent drumming.

Non-ferrous-metal Catalogue

THE latest stock catalogue from E. J. Holmes, Ltd., North Street, Romford, Essex, gives prices and details of the range of aluminium and aluminium-alloy sections available from this company, and includes many applicable to commercial-vehicle body building.

Also listed in the 36-page catalogue are sizes of Perspex, brass and copper rod and sheet, and phosphor-bronze bars which are also stocked.



The three Hotfoil heating tapes—left, type A, centre, type B and right, type C.

Flat Heating Tapes

A NEW type of electric heating tape has been developed by The Midland Electric Installation Co., Ltd., Upper Villiers Street, Wolverhampton, a member of the Deritend Group of Companies.

Named Hotfoil, the new tape has flat heating elements of metal foil, insulated and then covered with different materials, to give three types, suitable for varying applications. Type A is 1-in. wide, has six elements and a double plastic insulation which make it suitable for use in confined spaces for heating up to 110° C. Type B is similar to type A and has the

B30

same heating capacity but has an additional woven-glass protective covering. Type C has four elements, a triple woven-glass insulation and is suitable for heating up to 450° C. Types A and B are available in lengths from 12 to 100 ft. and type C in lengths from 6 to 70 ft. All three end in flexible leads, 2-ft. long for connection to the electric supply.

Among applications quoted as suitable for Hotfoil tape are combating heat losses from pipes, tanks and vessels and protecting steam and water pipes against frost.

Aluminium Extrusions

THE full range of Impalco aluminium and aluminium-alloy extrusions made by the Imperial Aluminium Co., Ltd., is contained in a new catalogue produced by this company. In order to simplify both reference and presentation, the range is included in two volumes, which classify the sections either by shape or by use.

Volume 1 details the complete range of flat-bar, round, square, hexagonal, angle, channel, top-hat, T, and Z sections, whilst volume 2 gives a selection of the shapes for which dies are held, and segregates the extrusions according to the industry in which they are used.

Pressure Cleaning Equipment

CLEANING and degreasing apparatus which originated in Canada is to be manufactured in Britain by Opancol, Ltd., 20-21 Took's Court, Cursitor Street, London, E.C.4, and marketed under the trade name of the Opancol Kleen Gun.

This equipment utilizes the exhaust gases from any engine of 2 litres or more and, used with a suitable cleaning compound mixed with water, develops a high-pressure cleaning spray. Pressure at the nozzle is in the region of 150 p.s.i. to 200 p.s.i. depending on the size of the engine.

Complete with 14 ft. of stainless-steel flexible hose, and universal exhaust attachment, the Kleen Gun costs £39 10s. including packing and delivery. Cleaning

compound is supplied in two grades, one for general cleaning, the other (which contains 10-15 per cent. caustic soda) for heavier work. Both grades are priced at £4 15s. per 50-lb. drum.

High-pressure Grease Gun

PRESSURES exceeding 6,000 p.s.i. are said to be obtainable with the "Swematic" lever grease gun, which is distributed by Lawrence Edwards and Co. (Engineers), Ltd., Stourport Road, Kidderminster.

Light, medium and heavy greases can be used in this strongly made gun, and a bleeder valve is fitted to facilitate the release of air locks. Overall length is 1 ft. 3 in., plus a 6-in. cranked extension pipe, the 10½-in.-long 2½-in.-diameter container having a capacity of 16 oz.

Retail price of the "Swematic" high-pressure grease gun is £1 19s. 6d. including the cranked extension pipe and an hydraulic chuck, which proved very effective when the gun was tested. A swivelling chuck and a 12-in. flexible pipe are also available, priced at £1 5s. and £1 respectively.



The "Swematic" high-pressure grease gun which has a capacity of 16 oz. and is suitable for light and heavy greases.

Sales Journal

THE latest issue of *Transmission Times*, the quarterly sales journal of Self-Changing Gears, Ltd., Lythalls Lane, Coventry, is said to be the largest issue to date.

Copies of the journal will be supplied free of charge to interested companies who should contact the company's publicity manager.

Political Commentary

By JANUS

ASK ANY GIRL

AN item of news recently was to the effect that members of Women's Institutes in Derbyshire had started a campaign against the drivers of diesel lorries that gave off thick black fumes. The women had agreed at their annual meeting to note the registration numbers of offending lorries and send details to the Ministry of Transport. What the Ministry would do with the information is not clear, but at the very least an army of women lorry-spotters look like becoming a new hazard of the road, at any rate in Derbyshire.

Although there is no reason to doubt that a surge of honest indignation inspired the decision, one is entitled to speculate whether there is more to it than that. The circumstances recall what has been happening in the United States where, not so long ago, a number of bodies such as parent-teacher associations and leagues of municipalities were being moved to oppose applications by hauliers who wished to carry explosives. Evidence produced in a long-drawn-out case still going through the U.S. legislature seeks to show that the moving spirit was an organization set up by the railways.

One of the road carriers affected invoked the anti-trust laws and alleged that the opposition was deliberately encouraged in order to help re-establish a rail monopoly. Much of the work, it was said, was done indirectly in order to give the impression that the complaints about the carriage of explosives reflected genuine public opinion and not a sectional interest. The collection of proof of what had been happening therefore took a considerable time, and a massive volume of evidence was presented at the trial at the district court. The case has now gone to the Supreme Court.

IF interests in Great Britain with no great love for road transport wished to follow the methods adopted in America, they might do worse than begin with diesel smoke. Here is a nuisance of which everybody has seen some signs. The smoke is annoying; it can obscure the view of other road users and thus lead to accidents; and there is a rumour that it is a danger to health. Agitation about it can therefore be stirred up without great difficulty and the prime movers can then withdraw in the certainty that their work will continue.

Lorry owners, especially those whose vehicles may be guilty of emitting black smoke, are at a disadvantage. The chairman of the Road Haulage Association, Mr. J. B. Mitchell, has said that the extent of the danger and menace has been grossly exaggerated, but he could not deny that the nuisance exists. In face of attack from organizations representing important sections of the public, road operators can do little more than murmur polite excuses and try to educate or discipline the offenders within their own ranks.

In the meantime the damage has been done. In the face of what seems to be a strong section of public opinion, the Minister of Transport and the Government, although their sympathies may be with road operators and although they may be well aware of what is really happening, are goaded into taking action of some kind. They may strengthen the enforcement procedure, or increase the severity of the penalties, or introduce legislation to create new offences. Whatever happens, road operators are hampered in their activities and there is a corresponding gain to their competitors.

In the U.S.A. the excuse for attacking hauliers was the potential danger arising from the carriage of explosives by road, which may hardly be thought to justify the cost and trouble of a large-scale campaign to stir up public opinion. If the evidence collected by the road interests is to be believed, however, the railways considered the campaign to be well worth while, as can be seen from a letter said to be sent by the assistant solicitor-general of the Pennsylvania Railroad Company to the legal representatives for three other railways.

REFERENCE is made in the letter to a newspaper article commenting on a fatal accident involving a lorry carrying explosives and advocating that such traffic ought to go by rail. This expression of opinion clearly shows "the co-ordination between the legal and public relations work that we have achieved"—such is the comment. The letter continues: "If we can make a reality of the objectives stated by the editorial, that this is one monopoly that should be given back to the railways, we will have established the principle that there is certain traffic that should be moved primarily by rail and ultimately, I believe, this principle, once established, could be extended to other commodities."

Whether or not there are concealed influences at work against the road operator in Britain, the warning is clear. Powerful voices are already urging a policy that mirrors the aims set out in a private letter by a railway advocate in America. The general line of the argument is that road and rail should co-operate rather than compete with each other, that certain kinds of traffic are more suitable for certain kinds of transport and that steps should be taken to direct traffic into the appropriate channels.

The first target for attack is the outside load. The choice is obvious because it at once attracts a fair amount of popular support, especially from other road users, thus splitting the opposition at the outset. As with the agitation about diesel smoke, the authorities know exactly what is going on. They know the importance of the abnormal indivisible load and that it travels by road usually because there is no other possible means of transport.

NEVERTHELESS, Press and Parliamentary comment and resolutions and deputations from various bodies make it necessary to take some action which is bound to be to the detriment of the haulier. Once success is visibly being made along these lines, the attack can then be extended to other types of traffic. The general public may not be so interested, but the all-important principle has been established and will be applied remorselessly.

Rarely is the British approach as whole-hearted and brash as the American. There is not likely to be found here an organization for subverting road transport on the same scale as has been alleged over there. It is hard not to believe, however, that the criticisms of British road operators are entirely spontaneous and disinterested. The operators themselves would do well to believe otherwise and to take the threat seriously. If there is a road-rail battle, they are clearly winning it on the operational front. They must be careful to guard against attack from the rear. Counter-attack is scarcely possible, but they must at least be sure that answers are made to all accusations and criticisms.

by Ashley Taylor
A.M.I.R.T.E., Assoc. Inst.



(Left) Vehicles at Manchester Dock here marshalled into queues according to the type of load being carried and destination. The vehicles will be loaded either overside to the ship or a shed. (Right) Drivers have their work checked in Manchester Dock traffic office before proceeding to queues.

DOCK DELAYS: Is

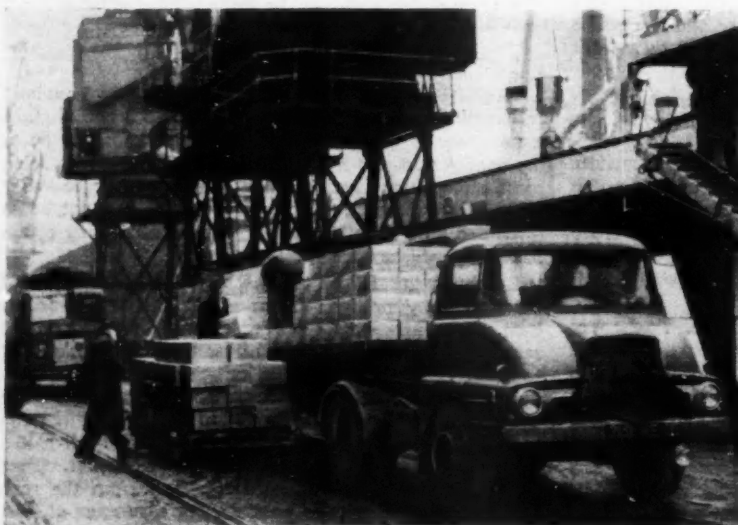
*Achieving a Speedy
Schemes for Road*

HOW a critical approach to the long-standing docks problem can provide immediate savings for road transport users has been amply demonstrated in Manchester during the past couple of years. And because of its success the original vehicle reception scheme has recently been supplemented by a further plan that will multiply the economies of the past. Wastage arising from the delays to vehicles at docks up and down the country has for years been occurring on a fantastic scale. Everybody agrees that this is so, but very little has been done to ameliorate a problem that has caused incalculable loss, at the same time exasperating every conscientious driver who has been involved.

Nobody ever seems really to have got down to the question of charging for waiting time for road transport.

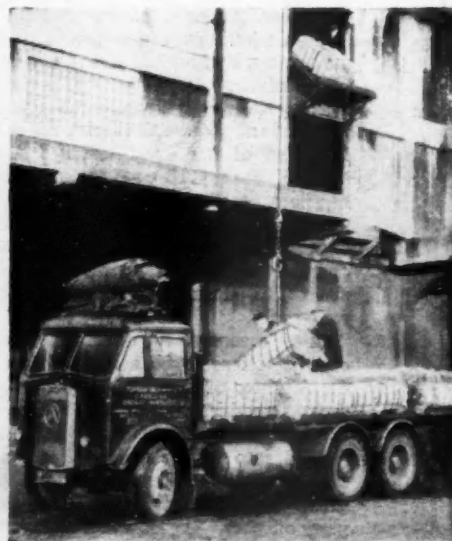
From the buying aspect, one of the beautiful things about road haulage is the simplicity of the account: X tons from Here to There at Y shillings Z pence per ton. It is as simple as that—very different from the contortions which dispatch departments of earlier years encountered in their efforts to agree the charges made with the railway rates book. Nowadays, however, road transport itself is in danger of becoming old-fashioned, for in modern business the popular motto is "it's the extras that pay."

Most customers would have an extremely nasty shock if they were told that their quotations covered transport, and not the time that the driver spends waiting in the street for his turn at the loading or receiving shed. Occasionally, of course, something has to be done about it, but generally speaking these hold-ups go either to increase rates in



Direct off-loading from the quay into the ship is one way of keeping traffic flowing.

B32



Cotton bales are unloaded from a d

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(Above) On arriving at the docks vehicles check their sheds on the board outside Manchester Liners' receiving office. (Below) Manchester Liners' traffic controller receives vehicles at the gates.

This an Answer?

Vehicle Turnround is the Object of Two Reception Transport Now Being Operated at Manchester

general or to pare down the haulier's legitimate profit.

"Just one of those things," is still the stock answer on the subject of dock delays up and down the country. Obviously, nobody has the complete solution but at Manchester they are at any rate trying, and the results of their efforts spell economy for road transport operators.

How vehicle waiting time at the docks raises road transport costs, and therefore the price of goods exported, was stressed by Mr. G. K. Newman, secretary-general of the Road Haulage Association, a few weeks ago. Mr. Newman said that it was one of the Government's duties to see that dock facilities were improved. Most docks in this country were built when the railways were the dominant form of transport, and they were not designed to take any considerable volume of road traffic. Now that such enormous quantities of goods for export were going by road it was high time that the approaches, dock roads, and other facilities, were modernized. He recalled that at the R.H.A. Conference at Blackpool in 1960 their members recommended an examination by the Association of this problem which, it was rightly said, would become more serious with the decrease in the working week throughout industry. Mr. Newman felt that in the drive to increase exports more attention should be paid to the disadvantages that arose in consequence of the time that road vehicles were kept at docks before they could unload. The economical and relatively trouble-free operation of road haulage was wasted if a vehicle became delayed for hours, or even days, at the dock entrance. Mr. Newman thought that the Government would do well to keep this matter in mind and urged that manufacturers



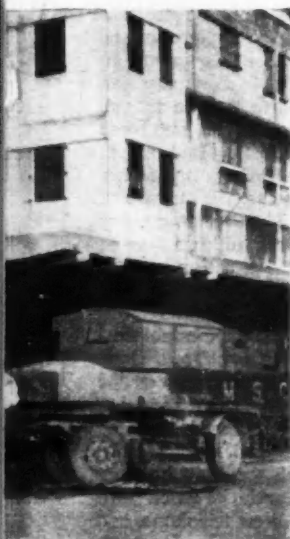
should help by ensuring that consignments were ready when the vehicles arrived to take them to the docks. The goods should be at the port well before the sailing date. Too often, he pointed out, a substantial part of a ship's cargo arrives only a day or two before sailing, the resulting congestion being one of the reasons for delays to road vehicles.

Again we find that "obligingness," like simplicity of charging, has not reacted to the ultimate benefit of the road haulier. A great many industrial concerns work in the blithe assumption that there will always be a road vehicle available to pick up goods whenever they drop off the end of the conveyor belt, and to take them to the port with a minimum loss of time. Endeavours to do this are the basic cause of the alarming dead-heats among vehicles racing to make the cargo dead-line for particular ships. Nationally the trouble is not going to be resolved overnight, but at the docks end more might frequently be done. In fact, much has already been done in Manchester.

Sufficient time has now elapsed for the success of the Manchester Ship Canal Dock Bureau to have become accepted and the complementary outwards control to have reached a state of effectiveness. Such facilities as these can easily sway the balance where ports are in competition for particular traffics.

Under the first scheme mentioned, arrangements formulated by the Manchester Ship Canal provided for hauliers and shipping agents giving advanced notifications to the Quay Delivery Bureau in connection with the collection of consignments from the docks. This office was set up nearly four years ago and, it having been found that its operations considerably facilitated such collections, an extended

R33



ock warehouse.

Vehicles called forward from the queues off-load into sheds at Manchester Docks.

scheme was introduced in 1959, this move following consultations with British Road Services, the R.H.A., the T.R.T.A., the Manchester Steamship Owners' Association, the Institute of Shipping and Forwarding Agents and the Manchester Chamber of Commerce. The object of the new plan is to give a measure of preference to collection vehicles which report at pre-arranged times, thus making it possible for the M.S.C. to provide the requisite gangs and mechanical equipment in the places where they are most required.

Under the revised arrangements which applied from January 1, 1959, those responsible for the collection of consignments were asked to communicate with the Bureau in the afternoon to arrange for picking-up the following day. They were given the choice of vehicles arriving between 8 a.m. and 10 a.m. or 1 p.m. and 2 p.m., the booked vehicles reporting at these times being given loading preference over any earlier arrivals at the berths which were not so advised.

Advance Bookings

Figures produced by the M.S.C. show that in 1959 the vehicles taking delivery from berths at Manchester (other than berths working short sea traffic) numbered 65,754, of which 79 per cent. (or 52,045) were booked in advance. During the succeeding eight months the proportion rose to 87 per cent. In September last, of 7,367 arrivals, the advance bookings represented 92 per cent. It has been emphasized by Mr. Walter Preston, the docks manager, that this scheme is the only one of its kind now operating in Britain.

Last autumn Mr. Preston indicated the difficulties that still arose with traffic in the reverse direction, export cargoes for delivery to the docks. In a survey of the situation published in the Manchester Chamber of Commerce *Monthly Record*, he stressed the lack of any sense of urgency among exporters in relation to this problem. Mr. Preston urged that a staggered system of dispatch would pay dividends in reduced waiting time at the ports.

Almost at the same moment came the news that this situation was to be taken in hand by Manchester Liners, Ltd., with a project to expedite the turnaround of road vehicles delivering consignments to their vessels bound for the Canadian seaboard, the Great Lakes, the United States and South Atlantic ports.

A New Approach

Of this development Mr. W. A. L. Roberts, a director of Manchester Liners, Ltd., said: "This is another step forward planned by Manchester Liners and the Manchester Ship Canal to afford better and quicker turnaround facilities for drivers. We have no magic wand, but we have the next best thing, a new approach to an old problem, a will to dispel the apathy associated with long queues of waiting lorries at the docks.

"No longer are drivers to be ignored but instead welcomed, kept constantly informed of developments and offered the comfort and facilities of the Manchester Ship Canal canteen for tea, sandwiches and other refreshments. I am sure our customers are going to be much happier in the future with the new handling arrangements for speeding up their exports. This is just the beginning, and with the co-operation of the Manchester Ship Canal Co., shippers

n34



and road hauliers, we intend to go on improving the handling of all types of freight.

"But it must be realized that we are only trying to find the cure. The prevention is in the hands of shippers and road hauliers, because if the delivery of cargo could be evenly spread over the ship's receiving period, instead of concentrated on the last day, the long queues of lorries would soon disappear. This, it is appreciated, is easier said than done, but greater headway would be made if all concerned aimed at getting their traffic down to the docks in the early stages of the advertised receiving period."

Before examining the details of this project, which came into operation on November 30 last, it is worth bearing in mind that it is one matter to co-ordinate collection of cargo that is concentrated in a single warehouse, but the arrangement of deliveries to the outward vessels of a wide variety of freight from all parts of the country is a somewhat different matter. However, Manchester has not waited for the sort of Government action visualized by the secretary-general of the R.H.A. Instead, action has been taken to effect such improvement as is possible on the spot and then to indicate how much traders can help.

National Answer?

A Manchester Liners' spokesman told me that for a long time the company had thought that there ought to be a logical answer to the apathy connected with this problem throughout the United Kingdom. It was too readily accepted that drivers would travel with the country's important exports, perhaps throughout the night, not having any idea of how long they might be called upon to wait on arrival.

The problem is, of course, a national one, but some docks are more badly affected than others. In London, for example, the difficulties are often such as sometimes to seem almost insuperable; but in this case the attitude of dock labour and its official and unofficial power over every aspect of the work are probably bigger headaches than at smaller ports. Any scheme to relieve a situation such as exists at most busy docks requires the support of the men doing the job.

For their part Manchester Liners, Ltd., have established a receiving office at South 9 Dock, Aubrey Street Gate, Salford, where the company's Traffic Controller meets the drivers on arrival. The situation regarding cargo reception is clearly shown on a large Manchester Liners' indicator board and the drivers' notes are stamped with a serial number to show the rotation in which they will be dealt with. The Traffic Controller is constantly in touch with the shed foremen and wharfingers by direct telephone, and he is able to tell waiting drivers of the latest developments

(Continued on page 219)

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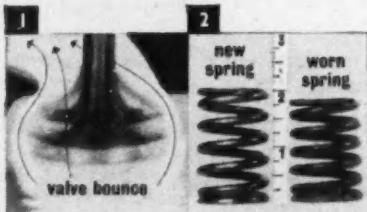
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FOR EVERY 1000 HOURS ON THE ROAD

It's easy to overlook the tremendous strains valve springs have to endure. Each spring may be compressed 100,000,000 times for every 1000 hours on the road. On top of that valve springs operate at very high temperatures (750° C for an exhaust valve). So it's not surprising they become worn or weak after thousands of miles of service.

Weak or worn valve springs can increase running costs and cause poor performance

Weak, tired springs vitally affect performance in two ways —

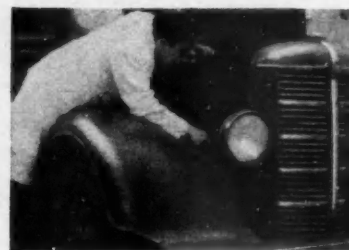


1. At high revs a slightly weak spring will cause 'valve bounce' and allow gases to escape on the power stroke — thus reducing efficiency.

2. If a spring overheats it may take on a 'set'—i.e. become shortened in length. This reduces the force exerted by the spring and allows valve bounce at lower revs. This in turn increases overheating and burns out the exhaust valves. Result—lost compression at all speeds—poor, sluggish performance—high running costs.

It pays to replace valve springs regularly . . . for maximum economy always specify TERRY'S

This is why it is important to replace valve springs at regular intervals. Considerable saving in labour costs can be made by fitting new valve springs when the vehicle is in for a decoke. And for maximum economy always fit Terrys. Developed by Britain's leading spring



You can save on labour costs by always fitting Terrys valve springs when the engine is down for a decoke.

specialists, Terrys are the most efficient and reliable valve springs available. The special quality steel used in manufacture retains its elasticity for the maximum period and gives greatly increased spring life under all operating conditions. It is in *your* interest to fit Terrys aero valve springs to your vehicles.

TERRYS
aero valve springs

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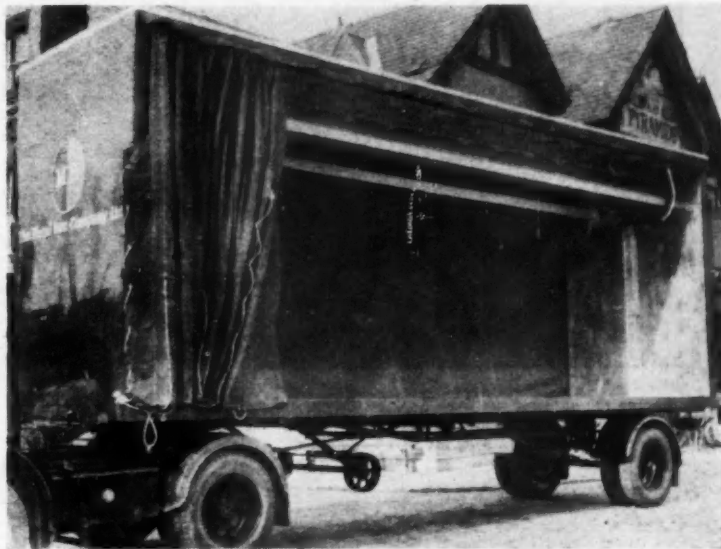
Simple Load-clamping Device

New Semi-trailer from Carrimore

A NEW and inexpensive type of load-clamping mechanism has been fitted to the latest semi-trailer made by Carrimore Six Wheelers, Ltd., North Finchley, for The Metal Box Co., Ltd. Earlier Carrimore trailers incorporated adjustable roofs, which were wound down on to the load, but the latest system consists of two longitudinal cross members running along the length of the roof. These are lowered by hand and are quite sufficient to hold the load securely during transit.

The mechanism is driven by a detachable handle from the nearside of the unit through bevel gears and all-enclosed endless chain running in steel tubes to screw shafts fitted at the front and rear of the trailer. At the top of the screw shafts are flush-fitting transverse cross members, actuated by trunnion nuts, to which are attached the clamping bars. The transverse cross members are kept level by twin rollers and provide an adjustment on the clamping bars of 1 ft. 6 in., the maximum top position being flush with the roof bearers.

Finished in Metal Box standard colours, the body consists of light-alloy panels and wooden roof bearers. The fore and aft bulkheads are lined with light-alloy on the outside and steel sheeting on the inside. During transit, the body is



The Carrimore semi-trailer showing the new load-clamping device.

enclosed by canvas curtaining running on Coburn track and trolleys.

The trailer, which weighs 9 tons, is fitted with hinged steerable jockey wheels and is attached to the Seddon trailer via a Carrimore fifth-wheel coupling. The overall length of the outfit is 35 ft., and the width is 7 ft. 6 in. Other specifications

are: loading height, 4 ft.; laden height, 14 ft. 2 in.; side opening height, 9 ft. 6 in.; inside body length, 26 ft. 6 in.; and trailer wheelbase, 19 ft. 8 in. The unit is fitted with twin 7.50 x 20 12-ply tyres with Girling brakes operated by upright vacuum. Semi-elliptic springs are employed on the trailer axle.

Dock Delays (Continued)

and also, if delays are inevitable, can tell them how they stand for getting back to their bases the same day. Behind the receiving office lies the Manchester Ship Canal canteen, which is available to road transport men who are waiting their turn at the port.

Arriving vehicles are marshalled into three areas for specialized receiving, so that there are triple lines in place of the single queue that is usually seen at the ports. Where it is practicable vehicles may be sent alongside the appropriate vessel for direct loading on board. Where small consignments are concerned every endeavour is made to arrange immediate off-loading so that the driver with a number of drops is free to continue his round as quickly as possible.

Mr. V. A. Neatherway, chairman of Manchester Chamber of Commerce Road Transport Committee, told me that the situation at Manchester Docks is a great improvement on the old system, although still not all that carriers desire. However, although some detailed changes might be welcomed, road hauliers generally are hoping that other dock authorities will follow up with similar plans.

Whilst it may be necessary to educate some of the carriers, says Mr. Neatherway, the greater difficulty is to obtain full co-operation from the trading community. But Manchester, having got so far, will soon have a joint meeting of trading and road transport interests as part of a scheme to make the business world more conscious of the hauliers' growing difficulties. Mr. Neatherway is certain

that the time has come for business houses to take a fresh look at the conditions they so frequently impose on the road operator.

A combination of shorter hours in industry and increasing traffic congestion is making it more and more difficult to fit in with concerns who specify "no deliveries after 10.30 a.m."; or whose hoistman is off duty at 4 p.m. Such conditions are at one with the last-minute arrivals before the freight deadline which cause the chaos and delays already mentioned.

New thinking by business concerns, Mr. Neatherway contends, would spell increased efficiency all round. He feels that, whilst efforts are being made to speed up the turnaround at the docks, similar efforts should also be in evidence at the traders' end of the haul and, so far from restricting the hours of delivery and dispatch, they should be extended so that commercial vehicle operators might combat the effects of congestion by deliveries outside the peak hours. Reception arrangements from 7.30 a.m. until 7.30 p.m. should not be particularly difficult to arrange and would be of inestimable benefit to the road transport community.

Even if Manchester has not found the complete answer to all its traffic problems the efforts that have been made there are worthy of close study. There are things that the Government can do, there are things that the port authorities can do, equally there are aspects which can only be improved by the direct efforts of road transport operators, ancillary users, shippers and traders themselves.



During the outward run from Langley Green, the two unladen tankers kept close station, the leading vehicle, OLU 306, having the Serck equipment.



When ascending Hagley Hill on the return journey, the radiator shutters opened briefly, as seen in this picture. The gross laden weight was 22½ tons.

TO many operators the cooling system of a vehicle is an unavoidable evil that needs to be kept filled with water or anti-freeze, has to be drained for many engine repairs and has a fan belt with an unfortunate habit of breaking. Not a pretty picture, but as air-cooling seems to be unacceptable to British transport men, they're stuck with the radiator.

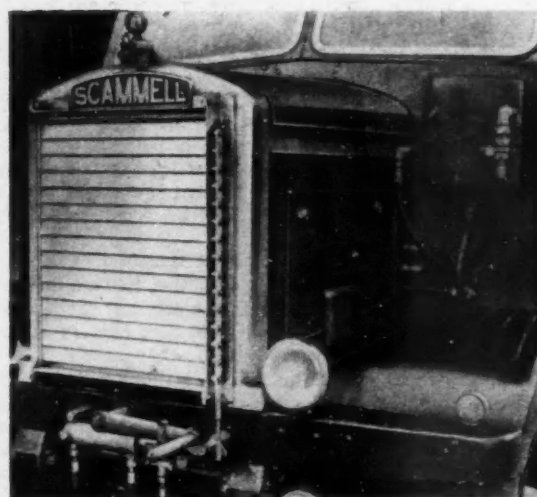
Yet the cooling system holds the key to increased engine life and power, and reduced fuel consumption, so really it deserves much more respect and attention than it usually gets. Even designers tend to err on the generous side when it comes to cooling systems, a larger and more inefficient system than theory suggests often being used.

Fortunately, some operators have become aware of the shortcomings of standard cooling systems, and—at their own expense—are trying out new equipment which they are confident will eventually lead to greater engine efficiency and reduced cooling-fan power losses.

How can the cooling system affect engine performance and life? In a nutshell, the answer is that most cooling systems provide too much cooling, with the result that

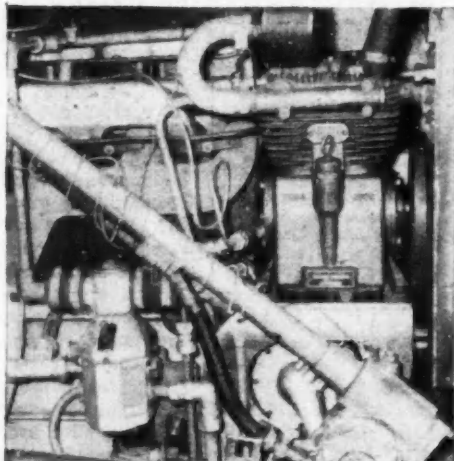
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You Can't Be Cool And Be Kind



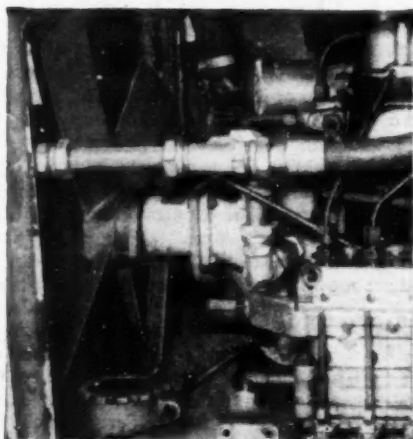
The arrangement of the shutters and their operating ram (below the starting handle) are shown here. The oil reservoir on the scuttle can be seen also.

The controller unit containing the Vernatherm sensing element can be seen in the lower left-hand corner of this picture. It is bolted to the side of the crankcase.



Experimental Application of Serck/Behr Hydrostatic Fan Drive Holds Promise of Increased Engine Life Because of Higher Operating Temperatures

by John F. Moon, A.M.I.R.T.E.



The fan-drive motor is of the axial-piston type, and the standard Gardner fan is mounted directly on it. At 500 p.s.i. hydraulic pressure the fan speed is about 2,000 r.p.m.

engines work at temperatures up to 50 per cent. lower than is desirable with, furthermore, a considerable difference between the coolant temperatures at the top and bottom of the water passages.

By raising the coolant temperature under normal running conditions, greater combustion efficiency can be promoted, with consequent improvement to the fuel-consumption rate. Even more important, however, in the long run, is the reduction in bore-wear rate which takes place when the coolant surrounding the bores is consistently over 150°F.

It has been proved that ideally the temperature in the immediate vicinity of the bores should be above the dew point of the exhaust gases—say 194°F. In this way condensation and acid formation within the bores can be eliminated, with subsequent reduction in bore wear. For this ideal state to be achieved, the temperature differential throughout the depth of the bore should be as small as possible—certainly under 15°F.

On the face of it, it would appear fairly simple for vehicle and engine designers to achieve these cooling conditions but, unfortunately, modern production methods and the relatively high cost of hand-built units encourage most manufacturers to adopt one or two standard radiators for all their vehicles, with the result that engines operating in a British winter are considerably over-cooled compared with the same type of engine and the same radiator operating in the Australian bush.

Admittedly there are exceptions to this rule, and concessions are also made with respect to fan size, shape and speed, but here again, the larger the fan the greater its power absorption. In any case, with the over-sized radiators so much in vogue at present, the cooling fan is needed for less than 20 per cent. of the total time that an engine is running.

Thus, having accepted that engines should operate at higher and more constant temperatures, the obvious answers are either to reduce the radiator size or provide some sort of fan drive which will automatically bring the fan into operation only when the engine temperature rises above a predetermined optimum level. Marine and railway engineers have accepted this for some time, so why not their automotive fellows?

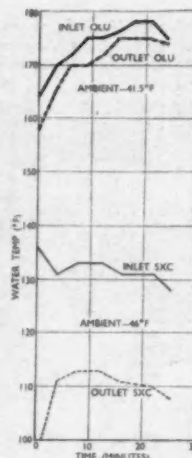
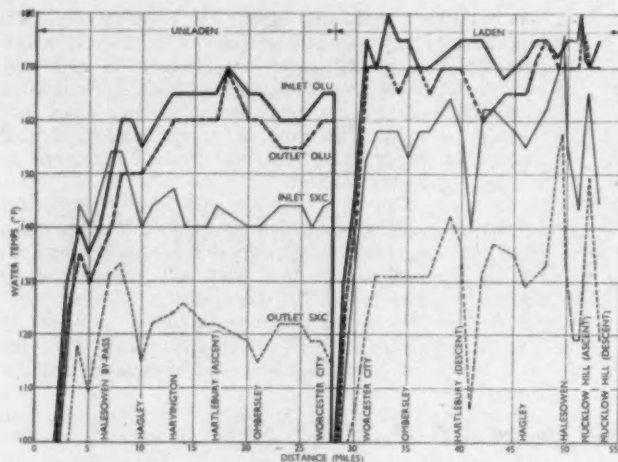
One of the pioneering branches of British haulage, which seems to have subconsciously adopted the principle of trying anything once, is that connected with the oil companies. Compression-ignition engines, articulated vehicles, pneumatic tyres, power-assisted steering, exhaust brakes and air suspension systems all owe much to the long-suffering oil-company transport engineers.

Oil-company Experiment

It is not surprising, therefore, to find at least one of the oil-company fleets—namely, that belonging to Shell-Mex and B.P., Ltd.—already experimenting on a fairly broad front with thermostatically controlled fan drives and automatic shutters. One of the pieces of equipment currently fitted to a Shell-Mex and B.P. Scammell is the Serck/Behr automatic fan-control system, made by Serck Radiators, Ltd., Warwick Road, Birmingham, 11. Recently I was afforded the opportunity of obtaining temperature readings on this vehicle and comparing them with a standard tanker running in tandem with the one fitted with the special fan drive.

The comparative results obtained are indicated in the accompanying graphs and are discussed later on in this article, but first it would perhaps be as well to describe the Serck/Behr design. This equipment, which is of German origin, has already been used extensively on marine, railway locomotive and stationary industrial engines, but this Scammell application is the first time that the Serck system has been applied to a road vehicle in this country, and so far this is the only instance of its use in this way.

The patented Serck/Behr system consists of four basic units, of which the temperature controller is the essential item. This controller is inserted into the engine cooling system so that water passing from the radiator goes through the controller body before entering the engine cooling passages. Thus, it is sensitive to the minimum water temperatures in the system.



The large graph shows the recorded radiator inlet and outlet temperatures obtained with the Serck-equipped vehicle (OLU) and the standard Scammell (SXC) while on the road. The right-hand graph shows the same temperatures while pump-discharging.

Contained within the controller is a Vernatherm wax-filled sensing element, and this actuates a spring-loaded valve controlling a by-pass in the fan-drive hydraulic circuit. When the water temperature is lower than the figure at which the Vernatherm is set to operate, the by-pass valve is open, but any rise above this temperature gradually closes the valve, so permitting the fan to be driven at a speed proportional to temperature requirement.

Power for the hydraulic system is provided by a gear-type pump in the case of this vehicle application, although on large engines an axial-piston pump is usually employed. The fan-drive motor also is of the axial-piston type, and the fan assembly is mounted directly to the driven shaft of this pump.

The fourth main item in this experimental application is an hydraulic ram which controls shutters mounted ahead of the radiator block. This ram is in parallel with the motor, and its setting is such that it starts to open the shutters fractionally before the fan starts to revolve.

The simplicity of the system is apparent, therefore. The engine is driving the hydraulic pump the whole time, but when the coolant temperature is low the fluid circulates freely between the pump, the controller and the reservoir. Rise in water temperature initially opens the radiator shutters, following which the cooling fan starts to revolve, until, at a hydraulic pressure of about 500 p.s.i., the fan is turning at its maximum speed of 2,000 r.p.m. On larger installations pressures of up to 2,000 p.s.i. are common.

This maximum fan speed can, of course, be varied to suit individual applications. Where it is possible to use a smaller radiator than that fitted as standard (with subsequent weight saving) a higher fan-speed setting could be given by using a higher-output pump.

The vehicle to which this equipment had been fitted last year is a Scammell tractive unit which, when the tank semi-trailer is fully laden with industrial fuel oil, normally operates at a gross train weight of about 22½ tons. The tractive unit is over five years' old, and the power unit is a Gardner 6LW overhauled—a cool-running unit at the best of times, because of the large radiator thought to be necessary with this engine.

B40

at a water temperature of 175° F., the setting being such that the radiator shutters opened at 165° F. (and a hydraulic pressure of 40-50 p.s.i.), at which temperature the fan started to idle. Variation of these temperature settings can be accomplished quite simply, merely by using a different Vernatherm unit.

The vehicle against which the Serck-equipped tanker was run was almost identical, although a few months younger and having a more modern cab. The standard Gardner thermostat—which cracks open at 138° F.—had been replaced by a similar bellows-type unit cracking open at 150° F., this having been standard procedure for most Shell-Mex and B.P. Gardner-engined vehicles, until recently, although even higher settings are currently being employed, with wax-type thermostats.

Both vehicles were waiting for these tests at the Shell-Mex and B.P. Langley Green installation, the morning of the test being wet, with an ambient temperature at the time of starting of 39.5° F. Both vehicles were unladen, with kerb weights of approximately 9½ tons.

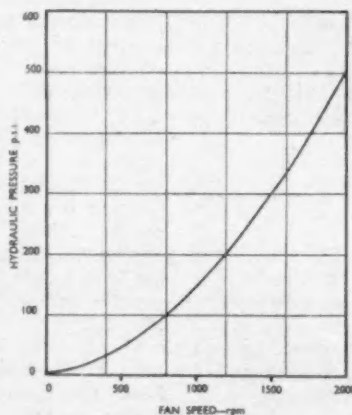
Thermostats had been inserted into the radiator inlet and outlet pipes, also the sump, whilst during the runs readings were taken also of the average cab temperatures and the temperatures at the cab-heater outlets.

Temperature readings were taken roughly at mile intervals in the case of both vehicles, and the results obtained are shown clearly in an accompanying graph from which it will be seen that, despite the fact that the standard vehicle had its radiator 77 per cent. blanked off, the highest water temperature recorded at the radiator inlet was 154° F., against 170° F. for the Serck vehicle.

Reference to the curves makes it clear that at no time was the temperature differential between inlet and outlet greater than 10° F. in the case of the Serck vehicle, and that the average running temperature was in the region of 160° F. Quite a different picture was told by the readings taken with the unmodified vehicle, the temperature differential of which averaged 20° F., with general inlet and outlet temperatures of 142° F. and 120° F. respectively.

The initial rate of temperature rise from cold was about the same in the

(Continued on page 223)



This drawing indicates schematically the installation of the Serck/Behr equipment to a standard water-cooled engine.

MOLYSLIP FOR COMMERCIAL VEHICLES

A Business Proposition

ALMOST every day another batch of new products are launched at the poor average motorist, products which invariably promise startling results, with very little evidence to support them. Most of these 'panaceas' for motoring ailments are very short lived—certainly very few of them are ever used by commercial vehicle operators. Why? Simply because a man operating commercial vehicles is in business. And the two main factors in any business—efficiency and £.S.D.—prohibit the frittering of money on anything which is not an honest-to-goodness essential.

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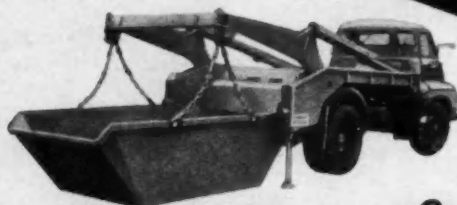


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The model illustrated is a standard Multi-Bucket Unit mounted on a 7-ton Bedford chassis for Geo. C. Cross of Southall. Payload: 7 tons.

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case of both vehicles, both Scammells not having been run for about 15 hours before the test began. This would be explained partly by the blanking on the standard vehicle and partly by the fact that its thermostat would not have opened during the first few miles.

A possible difficulty with regard to running a Gardner engine at higher coolant temperatures than standard is that oil temperatures also might rise. If these became excessive, damage to the white-metal main and big-end bearings could result. It was interesting to note, therefore, that the oil in the sump of the unmodified engine tended to warm up slightly more quickly than that of the Serck-equipped unit, and when arriving at the Shell-Mex and B.P. Worcester installation—28 miles from the starting point—the sump oil of the standard Scammell was at a temperature of 106°F., compared with 105°F. for the other vehicle. Thus, bearing failures can in no way be aggravated by the Serck system.

No Severe Ascents

The route between Langley Green and Worcester was by way of the Halesowen By-pass, Hagley, Harvington, Ombersley and Worcester City, and was covered by both vehicles at an average speed of 24 m.p.h. There were no really severe hills to ascend on the way out to Worcester. Indeed, as the fall in temperature recorded for both vehicles at about the five mile mark suggests, a descent was made just before reaching the Halesowen By-pass.

A hill in the vicinity of Hartlebury (17 miles) was climbed in top gear, the ascent taking three minutes, and it was on this section that both inlet and outlet temperatures of the Serck vehicle rose to 170°F., at which point the radiator shutters might just have started to open, although it was impossible to observe this from the cab.

On the same hill the coolant temperatures of the standard model were falling, although it is not recorded whether the driver of that Scammell had engaged a lower gear to ascend the gradient—the temperature drops suggest that probably he had.

A load of 3,000 gal. of fuel oil was taken on by both vehicles at the Worcester installation and the return journey towards Birmingham was recommenced 3½ hours later in the case of the standard vehicle and 3¼ hours later in the case of the experimental model, the difference being to allow the first vehicle to discharge at the customer's premises while the second vehicle was en route so that neither vehicle would have to wait to pump out. In case it should be thought that it really took over three hours to load two vehicles, it should be pointed out that lunch and discussions took place in the intervening period.

Higher Water Temperatures

The laden runs followed the same route as far as Halesowen, and the second part of the graph shows that approximately the same temperature differences were obtained as when running unladen, except that slightly higher figures were obtained with the Serck-modified Scammell. Gradients caused the fan to operate at close on full speed on two occasions, this having been registered by observing readings of the hydraulic pressure in the fan-drive circuit.

This second set of curves again shows how relatively constant the inlet and outlet temperatures were compared with those of the unmodified vehicle, the drop in the water temperatures of the standard vehicle when descending the Hartlebury Hill being quite obvious. In both cases traffic hold ups in Worcester within a mile of the installation caused fairly rapid temperature build ups, and the peaks at the tail end of the graph were caused by the ascent of Mucklow Hill.

Third gear was used by both vehicles during this six-minute climb, which was followed immediately afterwards by a descent of the same hill before entering the premises of W. Somers, Ltd., where both vehicles were discharged.

Temperature readings were taken during the discharging operations also, and these figures are graphically recorded here. While the standard vehicle was discharging the ambient temperature was 46°F., and it can be seen that both water temperatures fell during this operation.

Lower Ambient Temperature

The Serck-fitted Scammell, which started pumping half an hour after the other tanker, did so in an ambient temperature of 41.5°F., despite which the water temperatures rose and averaged 50°F. higher than those of the standard job, the shutters remaining closed and the fan at no time revolving.

Heater-outlet temperatures were consistently at least 20°F. higher in the case of the Serck-equipped vehicle than they were with the standard vehicle during all stages of the test, but because the cab of the modified Scammell was an older design than the other vehicle's and therefore draughts of hurricane intensity came around the doors and through the floorboards, the interior temperatures were not greatly different. At the end of each run the Serck Scammell's cab temperature was 68°F. compared with 64°F. for the other vehicle.

No fuel-consumption figures were taken during these runs, but figures were taken by Shell-Mex and B.P. officials during six months' operations with both vehicles, which are almost invariably engaged on similar duties. These show that the vehicle with the Serck drive had averaged 10.25 m.p.g. compared with 9.9 m.p.g. for the standard model.

Thus, although the real object of the exercise is to determine the percentage increase in bore and piston-ring life—and it is too early yet to say what this will be—a helpful saving in fuel costs of 4 per cent. has been realized already.

This 4 per cent. alone is worth having (many bus operators would give their back teeth for half that amount), and when it is considered that a relatively slow vehicle, operating in heavy traffic and spending a considerable time pumping, can achieve this, it is not hard to appreciate that long-distance goods and passenger vehicles could show an even greater saving.

Higher Heater Temperatures

Another advantage applying particularly to passenger vehicles is that the higher water temperatures signify higher saloon-heater temperatures, and long-distance coaches could have considerably higher temperature settings to further this aim, it being generally accepted that most vehicles engaged on motorway operation run too cool.

Yet another advantage of this hydrostatic fan-drive layout is that the relative positions of engine and radiator are completely flexible, giving considerable design latitude as to the location of these components.

Serck Radiators, Ltd., are the first to admit that this experimental installation has not been cheap to carry out, but then what experimental installations are? Future conversions could be made using smaller hydraulic components, thus reducing the initial cost.

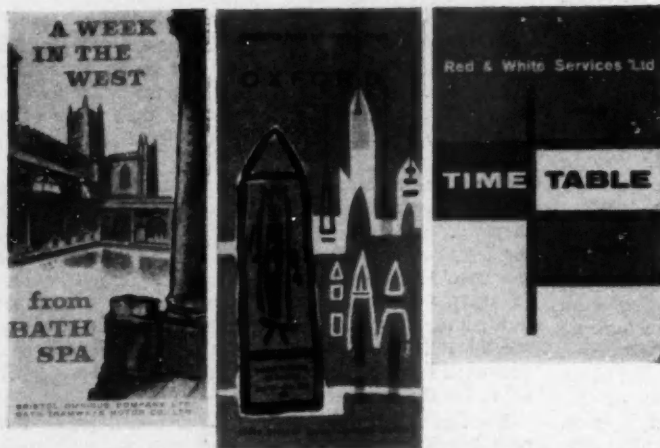
Once the cost bogey has been overcome it will not be hard to envisage conscientious operators taking a lot more notice of this sort of equipment, particularly if the hopes of increased engine life are fulfilled. The days of the power-consuming fan and the icicle-bound engine are numbered, and it is in everybody's interests that this should be so.

A number of the leaflets, brochures and timetable covers produced for the Tilling group of bus companies are illustrated below. In every instance the design is of the modern school and the use of colour, unfortunately not evident here, is striking.

Modern Art Boosts Bus Services

A Modern Creative Approach, plus Appreciation that the Service Stands or Falls by its Effect on Income, are Behind the Tilling Group of Companies' Publicity

By Kenneth Bowden



ONCE every quarter, occasionally more frequently, the general manager or the traffic manager of each of the companies in the Tilling group takes time off from his normal duties. For a few invariably pleasant hours he relinquishes the realm of bus and coach service administration and plunges into what is normally a strange new world. His guide on these occasions is one of two friendly, dedicated men whose lives are divided between such excursions and a small suite of offices somewhere in the vast B.T.C. headquarters at Marylebone, London.

Officially the strange new world is that of publicity. The day's business is to consider a particular company's requirements in terms of point-of-sale publicity material, notably leaflets, brochures, timetables, posters and window displays. Unofficially there is rather more to it than that. The entry into an executive's office on a periodical visit of Mr. Douglas Muirhead or his assistant, Mr. Eric Prichard, has come to mean for that executive a plunge into the world of Art—with a capital A.

It is not easy to pin a title either to Douglas Muirhead himself or a name to his small team at the B.T.C. The nearest one can get to the latter is, perhaps, to say that they serve the Tilling companies, and also Pickfords Removals Service, in very much the same way and on the same footing that an advertising agency serves a cash client.

Although the financial tie-up is, perhaps, not quite the same, the team is very conscious of the fact that those departments of the B.T.C. which they serve are money-



Nine of the 100-odd posters currently in use by the Tilling group, selected at random. Some are for general use of the companies, some are specifically designed to suit a particular service. Here again colour and striking design are very well blended.



and feeling for the job, amounting in this instance to dedication.

A good deal of the team's time, and more than half its annual expenditure, goes on Pickford Removals Service Press advertising. Some £60,000 is spent annually on small display insertions in from 400-500 local newspapers in England, Wales and Scotland. Expectation of repeat business in this field is calculated as once every seven years, hence the ads. are essentially of the "reminder" types, designed primarily to keep the name Pickfords before the general public. Five stock display panels, reproduced on the next page, are used and the theme is "Moving?—phone Pickfords." In four of the five panels a telephone motif is used, and in only one is a vehicle shown. The name and the telephone are the points forcibly stressed.

Much of the work involved in this service is, of course, of a routine nature, and in this respect it could not be more different from the other side of the business. Some £50,000 is at present spent annually on the publicizing of the Tilling companies' activities, and the work is exactly creative. Posters, display cards, leaflets and other point-of-sale material

makers. They are eager to point out that they stand or fall by the service they give to each company in terms of increasing its income. Some of the cost of their work is shared by the group as a whole, but a great deal is commissioned and paid for by the individual companies. Consequently, everyone is very much alive to the fact that if what they are doing does not help to sell bus services and coach trips, irrespective of the great goodwill established over the years with the busmen, they will rapidly be out of business.

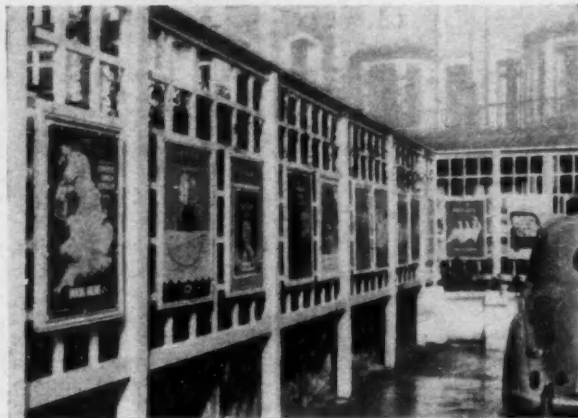
As it is, they are in business at a tremendous rate, working constantly flat-out to a carefully contrived and skilfully preserved formula. This is the combination of the obligatory "hard sell" in most of their productions with a high—sometimes exceptionally high—artistic value. Its success is, of course, largely the result of skill and technique, of Mr. Muirhead's long apprenticeship in his field, and of the long-term establishment of contacts in the creative fields. It is also equally a matter of enthusiasm

for use in the various bus companies' booking offices comprise the main output, but of late the team has been engaged increasingly in modernizing the appearance of timetables and allied publications, in window displays and set pieces, and in advising on the form and layout of publicity material displayed upon the operators' premises. A group calendar is also produced.

Strikingly Colourful

The illustrations on these pages, selected from material currently in use up and down the country, give an impression of what is being done. The striking aspect in almost every instance, apart from lavish use of colour, is the modernity and quality of the design and art work, and its balanced interrelation with the "sell," inherent usually in direct form in the copywriting.

Ideas in the first place normally emanate from within the team at the B.T.C., who between them handle every aspect of creation and production apart from the actual



(Above) Effective and tasteful use can be made for display purposes of odd corners of a company's premises.

(Below) Typical of one of the window displays produced for the booking offices is this Alice in Wonderland scene. This type of thing has vast appeal to children.



art work and printing, or the physical construction of set pieces. This includes the typography and copywriting. The idea, once conceived, is put to and discussed with an artist, and it is really connections in the purely artistic sphere which enable the team to achieve so much on, relative to specialist concerns, so little money.

From his earliest days as a publicist Mr. Muirhead not only encouraged young, up-and-coming artists themselves, but, what really matters, has done it by willingness to accept their ideas and forms as expressed in paint. Very often this has meant a departure from his own initial concepts, and not infrequently has resulted in a piece of work some years ahead of its time, particularly with regard to posters. In the long run the policy has paid off tremendously. The team today has on its books not only the young artists of 1961, but those of previous years who are now firmly established.

A Big Appeal

Consequent upon this policy is the modernity running through the whole range of productions, particularly in the bold use of colour and the near-abstract design of many of the posters and timetable and leaflet covers. It is a modernity in keeping with the general trend of most publicity and advertising material, with which all industries are virtually forced by the conditioning of the public to keep abreast, irrespective of individual tastes. That it is a modernity which appeals to the bus- and coach-travelling public is proved by the unending demand for both stock and special area or seasonal posters and display material from operating companies.

At the moment the organization produces around 110 posters a year—over two a week—of general and specific types, many of them individually tailored to a company or even to a particular service. That this output will increase

there seems little doubt, and while it is keyed directly to the overall and individual revenue of the Tilling companies it can represent only healthy expansion.

The impression may have been given that Douglas Muirhead is more of an artist than a busman, and this is undoubtedly true. He and his lieutenants have no pretence to expert knowledge of how to operate a bus company. But the creative talent is not the only one. To build up the excellent relations now existing between his team and the company executives and, above all, in a short time to revolutionize the Tilling group publicity material as he has done, have required employing some of the arts of the psychologist.

Not all busmen are artistically inclined. Those with many years in the industry might, quite naturally, have grown fond of the stereotyped no-nonsense poster, the timetable cover full of old-fashioned type with, perhaps, a squiggly decoration in pea green. It is no secret that some of them at first did not over-warmly welcome a man in a bow tie, down from London with a headful of colour and a pocketful of abstracts.

Part of Douglas Muirhead's stock-in-trade over the years has come to be an artist's big black bag. It goes with him everywhere. Inside are examples of work done for most of the companies, currently and in the past. Quietly, in the course of conversation, they are arrayed, past, present and future. And, as often as not, as Mr. Muirhead is saying: "Well, this is what you've been using up until now—" the company man's eye will alight on the latest ultra-modern piece done for one of his associates. "By Jingo, that's good," he will say. "Can't we have something like that?"

The battle, if ever there was one, is won.


The five stock display panels used in from 400-500 newspapers to keep Pickfords Removal Service before the public.

THE CLAYTON P.A.Y.E. TAX SLIDE

CUTS THE COST* OF PAYE DAY!

P.A.Y.E. and Graduated Insurance deductions read off *at-a-glance* for weekly-paid employees! For employees on fluctuating pay it is indispensable—for 3 weeks in every 4 it reduces the work of P.A.Y.E. by 75%. For the fourth week you use the normal P.A.Y.E. procedure.

* It is estimated that the normal time employed in P.A.Y.E. work is 2 minutes per week per employee. The Clayton P.A.Y.E. Tax Slide reduces this to 30 seconds for 3 weeks out of 4—an overall saving of more than 50%!



PATENT APPLIED FOR 1959		CLAYTON P.A.Y.E. TAX SLIDE		FULLERST COPYRIGHT RESERVED	
PAY £ s.	TAX £ s.	CODE No.	INS. s.d.		
5.0	6	1-5			
4.18	7-8				
4.17	9-10				
4.15	11-12				
4.14	13-14				
4.12	15				
£20.0	4.11	16-17	5/1		
19.15	4.9	18-19	5/1		
19.10	4.8	20	5/1		
18.5	4.6	21-22	5/1		
18.0	4.5	23-24	5/1		
17.15	4.3	25	5/1		
17.10	4.2	26-29	5/1		
17.5	4.0	30-32	5/1		
17.0	3.19	33-35	5/1		
16.15	3.17	36-39	5/1		
16.10	3.16	40-42	5/1		
16.5	3.14	43-45	5/1		
16.0	3.13	46-48	5/1		
15.15	3.11	49-52	5/1		
15.10	3.9	53-55	5/1		
15.5	3.8	56-58	5/1		
15.0	3.6	59-62	5/1		
14.15	3.5	63-66	5/1		
14.10	3.3	67-69	5/1		
14.5	3.2	70-72	5/1		
14.0	3.0	73-76	5/1		
13.15	2.19	77-79	5/1		
13.10	2.17	80-83	4/9		
13.5	2.16	84-86	4/7		
13.0	2.14	87-89	4/4		
12.15	2.13	90-93	4/2		
12.10	2.11	94-96	3/11		
12.5	2.10	97-99	3/9		
12.0	2.0	100-103	3/6		
11.15	2.7	104-106	3/4		
11.10	2.5	107-110	3/1		
11.5	2.4	111-112	2/10		
11.0	2.2	113	2/8		
10.15	2.1	114-115	2/5		
10.10	1.19	116-117	2/3		
10.5	1.18	118	2/0		
10.0	1.16	119-120	1/10		
9.15	1.15	121-122	1/7		
9.10	1.13	123-124	1/5		
9.5	1.12	125	1/2		
9.0	1.11	126-127	-/11		
8.15	1.10	128-129	-/9		
8.10	1.8	130	-/6		
8.5	1.7	131-132	-/4		
8.0	1.6	133-134	-/0		
7.15	1.5	135			
7.10	1.3	136-137			
7.5	1.2	138-139			
7.0	1.1	140			
6.15	1.0	141-142			
6.10	-/19	143-144			
6.5	-/17	145			
6.0	-/16	146-147			
5.15	-/15	148-149			
5.10	-/14	150			
5.5	-/13	151-152			
5.0	-/12	153-154			
4.15	-/12	155-156			
4.10	-/11	157			
4.5	-/10	158-159			
4.0	-/9	160-161			
3.15	-/8	162			
3.10	-/7	163-164			
3.5	-/7	165-166			
3.0	-/6	167			
2.15	-/5	168-169			
2.10	-/4	170-171			
2.5	-/3	172			
2.0	-/2	173-174			
1.15	-/2	175-176			
1.10	-/2	177			
1.5	-/1	178-179			
1.0	-/1	180-181			
0.15	-/0	182			
0.10	-/0				
0.5					
0.0					

1961-62

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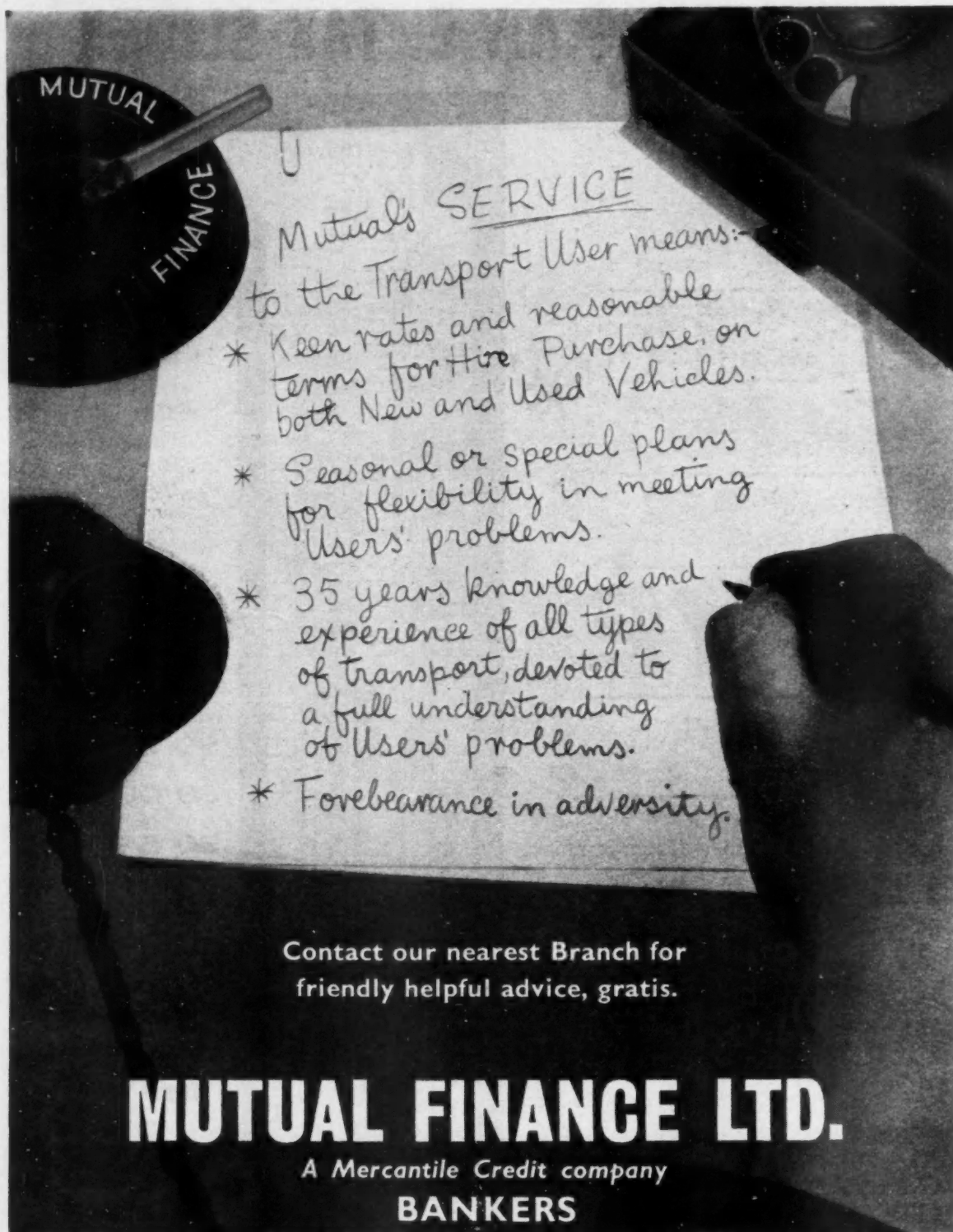
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Expansion Trends in Haulage

B.R.S. on Contract Band-wagon

AMONG the applications for A and B licences to replace contract A this week is one by B.R.S. (Contracts), Ltd., for B licences at Manchester and Liverpool for 12 vehicles. In the East Midlands, Hargreaves Motors, Ltd., Scunthorpe, seek a new B lic. for 10 vehicles now on contract in Yorkshire. F. N. Griffin, Birmingham, apply for four vehicles from contract to B licence, and Richard Aytoun, Ltd., Dalkeith, two vehicles to A licence.

In a switch of another kind, Munro's Transport, Aberdeen, seek an A licence for seven vehicles on B licence. Other important applications include six additional articles, on A licence for the B.R.S. Ferry Depot at Preston, and one by Harold Wood and Sons, Ltd., for 12 tankers on a new A licence to be based at Basildon. David J. Thomas, Ltd., Wisbech, seek a new B licence for 10 vehicles conditioned for "haulage, any distance."

SCOTTISH (NORTH)

Applications

SN 4/3/1.—James Fraser, Laurencekirk, new A lic. 4 veh. (170) 1 trl. (20) 5 containers (7½) livestock and agric. goods within Angus and Kincardine, and to Edinburgh and Glasgow. If granted, existing lic. surrendered.

SN 4/3/2.—Archibald McE. MacDonald, Thornhill, A var. add 1 veh. (70) (container 2½).

SN 4/3/3.—Munro's Transport (Aberdeen), Ltd., A var. add 4 veh. (21½) 3 art. (21). If granted B lic. surrendered.

SN 4/3/4.—Steel Motors, Inverness, new B lic. 1 art. (70) new and used motor vehs. to and from Inverness and Glasgow, Coventry, Birmingham, Derby, Dagenham, Oxford, Luton, and other major English towns and cities.

SN 4/3/5.—Kenneth MacLennan, Aberchirder, B var. add 2 veh. (90).

Decisions

SN 10/12/2.—Charles Alexander and Partners (Transport), Ltd., Aberdeen, A var., granted.

SN 24/12/3.—Black Isle (Transport), Ltd., Conten, new A lic. app. withdrawn.

SCOTTISH (SOUTH)

Applications

SS 4/2/1.—Richard Aytoun, Ltd., Dalkeith, new A lic. 2 veh. (140) fruit, vegetables and empty boxes; within Newcastle, Hull, London, Birmingham, Manchester and Liverpool, for A. S. Clark and Co., Ltd., Edinburgh. Now on contract A lic.

SS 4/2/2.—Archibald Ferguson, Ardrishhaig, new A lic. 1 veh. (4½) round timber and checks, within 20 miles for delivery mainly to Manchester, Doncaster, Newcastle upon Tyne, and to railhead at Dalmailly.

SS 4/3/3.—John Pitt (Transport), Ltd., Glasgow, new A lic. 10 veh. (400), furniture and household removals, 50 per cent. within 50 miles, balance in Scotland, England and Wales. Change of N.U.

SS 4/3/4.—N.A.T. (Glasgow), Ltd., (1) new A lic. 1 art. (5½) for maintenance purposes; (2) A var. add 2 art. (13½).

SS 4/3/5.—Tartan Arrow Service, Ltd., Chryston, new A lic. 2 art. (140) paper, cardboard, tyres and household goods, between Glasgow and London areas.

SS 4/3/6.—T. C. Transport, Elderslie, new A lic. 3 veh. (120), g.s., between Oban, Fort William, Glasgow, Manchester, Birmingham, Leeds, Hull and London.

SS 4/3/7.—Hugh Clelland and Sons, Muirhead, A var. add 1 veh. (7½) 4 art. (36). Bulk cement in Scottish Traffic Area.

SS 4/3/8.—A. W. Hemphill, Ltd., Glasgow, (1) A var. add 1 veh. (40); (2) B var. add 1 veh. (40).

SS 4/3/9.—P. and S. Contracts, Ltd., A var. add 4 art. (360).

SS 4/3/10.—Russell of Bathgate, Ltd., new B lic. 11 veh. (41½), g.s., building and road mats, and plant, agric. produce, requisites and fertilizers, paper and castings, within 75 miles. If granted 8 veh. (360) removed from existing lic.

SS 4/3/11.—J. Chandler, Glasgow, new B lic. 1 veh. (3½) towing of caravans, G.B.

Decisions

SS 29/10/4.—D. McKinnon Transport, Ltd., Kilmarnock, A var. add 10 veh.—2 granted.

SS 10/12/7.—James Hemphill, Ltd., Glasgow, A var. add 1 veh. granted.

SS 10/12/5.—W. S. McAllister and Co., Balfour, A var. add 1 veh., granted.

SS 10/12/11.—Russell of Bathgate, Ltd., B var., 9 veh. substitution, granted.

SS 29/10/1.—Richard Aytoun, Ltd., Dalkeith, new A lic., withdrawn.

NORTHERN

Applications

N 7/3/1.—Athersmith Bros., Barrow, A var. add 4 veh. (230).

N 7/3/2.—A.S.H. Transport, Ltd., Gateshead, A var. add 2 veh. (6½).

N 7/3/4.—R. Rankin and Sons, Ltd., North Otmesby, A var. add 2 tankers (20½).

N 7/3/5.—Siddle C. Cook, Ltd., Consett; short-term A. 4 art. (44). Carriage of steel, steelwork and other mats. in long lengths, G.B.

N 7/3/6.—P. G. Tasseel, Haltwhistle, new B lic., 1 T (3½) floor-spar, sand and gravel, road and building mats. within 40 miles. Now on contract A lic.

N 7/3/7.—J. E. Moralee, Tow Law, new B lic. 2 veh. (7½) 3c) agric. goods, bricks, building mats; from Peterborough. Newcastle upon Tyne and Co. Durham.

NORTH WESTERN

Applications

NW 3/3/1.—Idris Williams and Marshall, Llanfair P.G., new A lic. 2 veh. (6½) mainly building and road mats and plant, quarry products, agric. produce and requisites, feedstuffs, lime and fertilizers North Wales, Cheshire, Lancashire, Yorkshire, Midlands and London area. Change of N.U.

NW 3/3/2.—G. A. Chamberlain, Haslington, new A lic. 4 veh. (12½) mainly machinery, chemicals, rubber, cleaning mats., textiles and newsprint; Lancashire, Cheshire, Midlands, London and Home Counties, Bristol area. If granted existing A lic. surrendered.

NW 3/3/3.—Naylor's Transport (Leyland), Ltd., A var. add 3 veh. (16½).

NW 3/3/4.—H. P. Jones, Little Sutton, A var. add 1 art. (5½).

NW 3/3/5.—B.R.S., Ltd., Preston, A var. add 6 art. (37½).

NW 3/3/6.—Road Services (Caledonian), Ltd., London, A var. add 5 trl. (13½ art.) 4 trl. (2½) 1 trl. (4½) van low-ldr.) delete 5 trl. (13½ art.) 4 trl. (2½) 1 trl. (3½) van, g.s. Lancashire, Yorkshire, Cheshire, Northern Counties, Scotland, Midlands and London area.

NW 3/3/7.—Law Bros. Road Services, Ltd., Swinton, A var. add 3 art. (180).

NW 3/3/8.—J. Buckley and Co. (Warrington), Ltd., (1) A var. add 5 art. (23½) and 11 trl. (38½ art.); delete 5 veh. (360) and 6 trl. (21½ art.) (2) B var. add 2 veh. (14½) 1 art. (4½); delete 3 art. (16½).

NW 3/3/9.—Aber-Carriers (1954), Ltd., A var. add 3 vans (10½).

NW 3/3/10.—B.R.S. (Contracts), Ltd., (1) Liverpool, new B lic. 6 veh. (160). (2) Manchester, new B lic. 6 veh. (15½). Goods for Nestle Co., Ltd., and associated companies, as required. Now on contract A lic.

NW 3/3/11.—R. O. Jones, Pwllheli, new B lic. 1 tanker (30), diesel oil, vaporizing and burning oil, within 50 miles. Now on C lic.

NW 3/3/12.—Williams Bros. (Rushon), Ltd., new B lic. 1 veh. (5½) (autobanger and conveyor). Solid fuel in bulk or in weighted quantities direct from veh.

NW 3/3/13.—W. H. Cowburn and Cowpar, Ltd., Manchester, B var. add 6 art. (570) add to conditions of all veh.; sulphuric acid for E. Nickerson and Co., Ltd., as required.

NW 3/3/14.—Reliance Garage (Manchester), Ltd., B var. add 1 art. (100), vary conditions for all vehs. to: goods for Vaughan Crane Co., Ltd., De-Berage Machine Tool Co., Ltd.; Jones and Lomax, Ltd.; and B. and S. Massey, Ltd., as required.

Decisions

NW 25/11/6.—Ritson's Haulage, Ltd., Liverpool, A var. 4 veh. granted with amended N.U.

NW 18/11/9.—Barkers Transport (Alsager), Ltd., Stoke-on-Trent, B var. granted.

EAST MIDLAND

Applications

EM 8/3/1.—S. W. Wreford and Sons, Ltd., Far Cotton, A var. add 1 art. (5½).

EM 8/3/2.—W. Smith (Haulage), Ltd., Leicester, A var. add 1 veh. (4½).

CONTRACTIONS: add, additional; agric., agricultural; art., articulated unit; c, cwt.; g.s., general goods; G.B., Great Britain; ind., indivisible; lic., licence; low-ldr., low-loader; mats., materials; N.U., normal user; S.T., special type; t, tons; T., tipper; trl., trailer; var., variation; wh., wheel.

EM 8/3/3.—F. Morgan and D. B. Benfield, King's Sutton, new B lic. 1 veh. (5½) 4c). Coal and corn in bulk 120 miles; other goods 20 miles.

EM 8/3/4.—Jackson and Lakin, Ltd., Nottingham, new B lic. 2 veh. (5½) 16c) fruit, vegetables, poultry, flowers and canned goods from Wisbech, Spalding and Boston areas.

EM 8/3/5.—Hargreaves Motors, Ltd., Scunthorpe, new B lic., 10 veh. (42½) 12c) coal and inferior fuels for Hargreaves (W.R.), Ltd., and William Pepper and Co. within 60 miles. Now on contract A lic. in Yorkshire.

WEST MIDLAND

Application

WM 9/3/1.—F. N. Griffin, Birmingham, new B lic., 4 veh. (13½) 2, 3 trucks and 1 van. Carriage outwards of traffic for Messrs. Perfecta Motor Equipments, Ltd., and Messrs. Jukes (Birmingham), Ltd., as required; g.s. on return. Now on contract A lic.

EASTERN

Applications

E 6/3/1.—W. Stables and Son (Wisbech), Ltd., new A lic. 4 veh. (16½) 2 art.; 2 trl. (4½) art.), mainly agric. and horticultural produce and requisites, G.B. Timber from Wisbech to the Midlands, and canned goods, G.B. If granted 1 veh. (5½) 1 trl. (2½) deleted from existing A lic.

E 6/3/2.—S. Brown, Soham, A var., add 1 veh. (4½).

E 6/3/3.—David J. Thomas, Ltd., Wisbech, new B lic. 10 veh. (280) 3 art.; 3 trl. (90) art.), haulage, any distance.

E 6/3/4.—R. and J. Ashworth, Althorne, new B lic. 1 veh. (30) container (2½), livestock within 50 miles.

E 6/3/5.—D. R. Orrey, Holbeach, new B lic. 1 veh. (40) farm produce and agric. requisites, within 125 miles. Seed potatoes from Scotland. Now on contract A lic.

E 6/3/6.—B. F. Ward, Holbeach Fen, new B lic. 2 veh. (6½) farm produce, Yorkshire—Bradford, Leeds and Doncaster. If granted, contract A lic. surrendered.

E 6/3/7.—F. A. Mosson, Gt. Blakenham, new B lic. 1 veh. (20), g.s. and livestock.

E 6/3/8.—O. E. Denison, Rushmere St. Andrew, new B lic. 1 veh. (30) farm produce, vegetables, foodstuffs; Ipswich to London, and within 60 miles of Ipswich.

E 6/3/9.—Riddifords (Brampton), Ltd., B var. add 6 veh. (510) (truck mixers) goods in connection with the ready mixed concrete industry, within 150 miles.

WESTERN

Applications

W 7/3/1.—Service Transport (Shaftesbury), Ltd., new A lic. 6 veh. (34½) 18c) mainly building mats., agric. produce and requisites, normally within 150 miles. Change of N.U.

W 7/3/2.—M. Elliott and Sons, Warcham, new A lic. 1 veh. (7½) 6c), building and public works mats. and plant, Portland, Cornwall, Wales, London and Midlands.

W 7/3/3.—R. W. Baker (Stonehouse), Ltd., A var. add 1 veh. (4½) 12c) g.s. any distance; 1 art. (80) g.s. within 30 miles.

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Applications

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M 8/3/2.—J. Perkins Transport, Ltd., W.H., new A lic. 3 vans (9½) 15c). G.s., G.B.

M 8/3/3.—H. Wood and Sons, Ltd., Basildon, new A lic. 12 tankers (1380) chemical acids, oils, powders, England, Scotland and Wales.

M 8/3/4.—B.R.S., Ltd., High Wycombe, A var. 6 veh. (18½) 18c), g.s., G.B. Now licensed in East Midlands.

M 8/3/5.—Dallas (Kingston), Ltd., New Malden, A var. add 2 art. (140) low-ldr., machinery, machine tools, aircraft boats, contractors plant, exhibition stands, equipment, film work, specialized loads, foodstuffs and g.s.

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M 8/3/8.—O. Wray and Co., Ltd., West Molesey, A var. add 1 art. (50), g.s. Molesey to Portsmouth.

M 8/3/9.—A. E. Green, E.17, new B lic., 7 veh. (24½), fruit within 30 miles.

Problems of Replacement

Though Accurate Costing Should Ensure that Adequate Funds are Available to Purchase New Vehicles, the Decision as to When to Renew Still Has to be Made.



Planning for Profit

A Carmichael Champion livestock container is fitted to this Leyland Super Comet, recently delivered to D. T. Duggins, of Redditch, Worcs. The lower body of the container is 23 ft. 6 in. long and is tailed off at the rear for lower loading. It has a welded steel sub-frame and is boarded throughout with mahogany.

LACK of any provision for ultimate replacement of a vehicle is, unfortunately, all too common among small transport operators. Whether it is through ignorance of costing or compulsion of falling revenues, the result is the same. Only two solutions are possible—cessation of the service or acquisition of new additional capital. Whilst this situation may well prove disastrous for the operator concerned, the damage done is often more widespread. During the interim period the operator concerned may well have been under the illusion that his operating costs were actually lower than they were, because of the omission of any allowance for depreciation.

His charges to customers may similarly have been too low, to the detriment of other operators in the area as well as to himself. Whether by accident or design, he may have initiated an uneconomic rate-cutting war.

An understanding and appreciation of costing can avoid such an unfortunate situation. It should be noted, however, that alternative methods may be employed in the actual calculation of depreciation. As explained in this series on February 17, this item of operating cost can be reckoned either on a time or mileage basis. Alternatively, in some circumstances it is more appropriate to allow for both time and mileage in the actual calculation.

In practice, particularly where commercial vehicles in continual use are concerned, there is little difference in the results obtained in calculating depreciation either on a time or mileage basis under normal circumstances. When making calculations for compiling tables of average costs, as distinct from specific instances, it has been found most appropriate, on balance, to calculate this item on a mileage basis, with the proviso that an addition to the basic cost is made when the mileage is exceptionally low.

BEFORE depreciation can be calculated, however, whatever the method employed, it is necessary to determine a replacement policy. To the newcomer at least this may seem to be merely a matter of continuing with the vehicles in service until they are worn out, when renewal is undertaken. In the early days of commercial road transport this was what, in fact, took place and it was the publication of the first *Commercial Motor Tables of Operating Costs* in 1911 that caused the few operators then existing to question whether, in fact, this was the best method.

At first sight it would seem that the greatest value could be extracted from a vehicle by its full employment over the longest possible period. But even in those early days it was seen that this was not necessarily the case, and subsequent developments, particularly since the last war, have provided good grounds for adopting alternative policies relative to vehicle replacement.

Although it is convenient to divide the total cost of operating a vehicle into the 10 items of licences, wages, rent and rates,

insurance, interest, fuel, lubricants, tyres, maintenance and depreciation, each and all are interdependent. Particularly does it apply to the two items of maintenance and depreciation, and their individual and relative costs should be borne in mind when considering a replacement policy. Here are three examples of differing sizes of vehicles operating appropriate weekly mileages. As shown in *The Commercial Motor Tables of Operating Costs*, for a 5-ton oiler the maintenance cost per mile is 2.13d. A reasonable average weekly mileage for this size of vehicle would be around 400, and at this figure the maintenance cost each week would be £3 11s. Similarly, the depreciation cost per mile is 1.53d. and the cost each week £2 11s.—a total of £6 2s. for the two items.

THE corresponding figures for a 10-ton six-wheeler, again with oil engine, are shown in the tables as maintenance cost per mile, 2.63d. and depreciation cost per mile, 2.02d. This time it is assumed that the average weekly mileage is 800, appropriate to this size of vehicle. The maintenance cost each week is then £8 15s. 4d., whilst the depreciation cost each week becomes £6 14s. 8d.—a total of £15 10s. for the two items.

A maximum-load eight-wheeler is shown as having a maintenance cost per mile of 3.01d. and, assuming a slightly higher weekly mileage of 1,000, the corresponding cost each week is £12 10s. 10d. The depreciation cost per mile is 2.56d. with a cost each week of £10 13s. 4d.—a total of £23 4s. 2d.

Except in specific instances it will be difficult to quantify the effect of differing replacement policies on these two items of costs, but detailing them in this manner does emphasize the relative amounts as well as forming the basis for estimating, at least, the effect of proportional changes. It is significant to note that, in all these three examples, a replacement policy which resulted in an increase of 50 per cent. in the cost of depreciation would be more than justified if a corresponding decrease of 50 per cent. were thereby obtained in maintenance costs.

Within large transport organizations there is often a clear division between the authority and responsibility of the engineering and traffic departments into which the whole is divided. In many instances the engineering department will be responsible for the initial selection and specification of a vehicle and, later, for its efficient maintenance when on service. The economic employment of the vehicles to the maximum is the duty of the traffic department. These two functions are

(Continued on page 229)

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inherent in all transport operation, even though the designations given to the two departments may differ. Alternatively, the organization may be so small as not to warrant any such division by name but, nevertheless, these two aspects of transport operation have still to be carried out, albeit in the same office or even by the same personnel. When reviewing the factors which have to be considered when determining, or reassessing, a replacement policy it is helpful to consider the needs of these two departments.

Whilst the traffic carried in any particular instance would normally determine the size of vehicle and type of body, the engineering department would usually have the final say as to the type and make of chassis, and possibly any special or additional equipment. Being charged with the responsibility of maintaining the vehicle on the road as economically as possible, the engineer concerned may consider some additional expense fully justified on this score. In that event agreement between all parties would have to be reached as to the likely life of the vehicle; otherwise the additional outlay may not have been recovered before this took place. Particularly would this apply to any additional equipment, such as automatic chassis lubrication, which would substantially reduce or eliminate the need for simple but persistent servicing tasks. Although not requiring skilled labour to perform, the total man-hours accumulated over a period of, say, 12 months on the simplest forms of servicing can be substantial. Though excellent in principle, the addition of such equipment could prove a liability if the period of its employment were insufficient to justify the extra outlay.

IN recent years there has been a complete reassessment by many operators of the need, manner and cost of maintenance of commercial vehicles, with ultimate repercussions on replacement policy. The tremendous growth in the application of quantity-produced methods to the manufacture of both vehicles and equipment has been a major factor in this reassessment in post-war years. The range of such vehicles has increased, particularly in the larger carrying capacities. Simultaneously, the abolition of purchase tax on commercial vehicle chassis has enhanced the attractiveness, relatively, of the quality produced vehicle. Both these changes could justify replacement policies which would have been uneconomic only a few years ago.

With the increasing availability of exchange units at attractive prices which can be fitted to a wide range of vehicles, the whole concept of the maintenance of commercial vehicles is undergoing substantial revision. Formerly, skilled engineers and fitters were rightly considered key men in large transport organizations, particularly when perishable traffics were carried, and it was vital that vehicles should be kept mobile and journeys completed on time.

Despite the availability of replacement units, some operators might nevertheless consider it advisable to have skilled men within their own organization in order to retain complete control, rather than be dependent upon the services of an agent or distributor. Alternatively, despite the excellence of any such service, the respective location of operator and agent may be so distant as to nullify substantially whatever service is provided.

In such circumstances, before building up one's own maintenance department the labour situation as a whole in the district should be carefully considered. In many areas there is undoubtedly keen competition for most types of skilled or semi-skilled worker by manufacturing industries. Despite recent recessions, it has to be admitted that in the majority of cases these industries are in a position to offer most attractive rates of pay, although the jobs offered may be routine and largely without responsibility. Even where an operator is fortunate enough to have reliable skilled staff available, thought should be given to the likelihood of replacement before substantial outlay is made on garage buildings and equipment. Where it is possible to retain an adequate labour force it is doubtful whether much of the expensive garage equipment already owned by transport operators is utilized for more than a small proportion of its life. It would be an even greater loss if such equipment were to stand completely idle, due to loss of skilled fitting staff for which replacement could not immediately be found.

In the past the transport departments of many well-known concerns, as well as professional operators, have taken a justifiable pride in the manner in which their vehicles have been maintained, due in a large degree to the high standard of their maintenance department. Whilst the increasing adoption of pension schemes for all grades of employees may tend to slow down the increase in the turnover of labour which has arisen during post-war years, it is doubtful whether this single factor alone could guarantee to the employer anything like the same security of labour to which he was accustomed before the war. If that contention is correct, then it can be expected that the number of transport undertakings, whether ancillary or professional, which find it economic to employ their own maintenance department will tend to decrease. Even if the relative costs were similar, it may well prove that where an attempt was made to run one's own maintenance department the time and worry involved diverted far too much of the executive's attention away from his main preoccupation of delivering his company's or customers' goods.

Having decided not to set up one's own maintenance department to the extent of undertaking both servicing and major repairs, two alternatives would be available, both of which would reflect back on the replacement policy ultimately adopted. Maximum use can be made of the manufacturers' provision of exchange units, so limiting the fitting staff required.

Where the local agent or distributor was located sufficiently near to eliminate the possibility of excessive dead mileage, it could well prove convenient and economic, overall, to contract the whole of the repairs out to such an agent. I purposely say economically overall because, although there might be a slight financial advantage on paper, in undertaking one's own repairs, the risk involved in the capital outlay inevitable in installing a fully equipped repair depot might not be justified because of unstable labour conditions. This is a matter, incidentally, which appears to be receiving increasing attention to judge from readers' inquiries. Under the appropriate circumstances it can give excellent results, even, for example, in such exacting conditions as those experienced in cattle haulage, when reliability is of the utmost importance. Alternatively, some of the largest organizations in the country, with ample financial reserves, find it convenient on occasion to contract out their maintenance so as to permit them to concentrate on what they consider to be more important aspects of their work.

TWO further alternative policies in dealing with the related items of maintenance and depreciation, and ultimately vehicle replacement, remain. As a virtual extension of the policy of employing exchange units to the maximum, complete vehicles can be exchanged more frequently than is common practice. Normally this would apply particularly to the quantity produced type of vehicle, although examples of this policy are practised with more expensive vehicles.

To the old school of operators, such a policy would be considered to be totally uneconomic because of the excessive depreciation costs inevitably involved. Such costs are not denied and operators who adopt this policy emphasize that there are compensating advantages, at least to some extent, in lower tyre and maintenance costs. Not so easy to quantify, but nevertheless of real value, is the extra availability of a vehicle to earn revenue when such a policy is adopted. Also, the attractiveness of the vehicle remains unimpaired during its short life, whilst similarly the appropriateness of the body to rapidly changing traffic requirements can be adjusted, more readily with each exchange of vehicle.

There is a corresponding extension in the policy of contracting for servicing and repairs to be undertaken by the local agent or distributor. This would be to contract for the outright hire of the vehicle, thereby allowing the operator to devote his time and energy exclusively to whatever service of collection and delivery he has to perform. Particularly where only a small number of vehicles was involved, it could well be that a comparison of costs would show that hiring was more economic despite the contractor's profit margin. This, in the main, could occur because of the contractor's greater opportunity to spread overhead costs over a larger fleet, and to provide and maintain vehicles at a more competitive figure because of his greater opportunity and experience to concentrate on that one aspect of transport operation.

A Variable-height Body

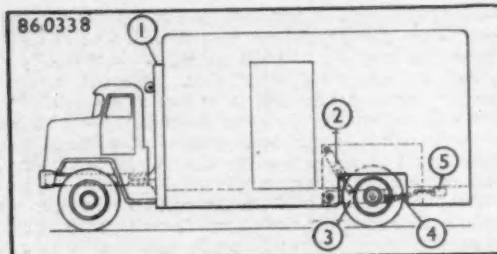
A GOODS vehicle having a body which can be raised or lowered for convenience in loading is shown in patent No. 860,338. The chief claim made for the layout is that the mechanism is compact and does not appreciably diminish the available body space. (Thompson Trailer Corp., Baltimore, Maryland, U.S.A.)

The drawing shows the outline of the proposed vehicle. It has front-wheel drive, so that the rear wheels can be mounted on stub axles; these can be joined if necessary by a low-level cranked axle.

The chassis frame is lowered behind

the cab to provide a low-level floor for the body. Hydraulic rams are housed in the compartment (1) and these can be used to lift the front of the body.

The rear is lifted by rams (2) between the body and swinging arms (3) which carry the stub axles. The springs (4) are pivoted to the end of the swinging arms, so that before the body can rise, the pivot pins must be withdrawn. This operation is mechanized, a hydraulic ram (5) being linked to the pins to extract them inwardly when powered.

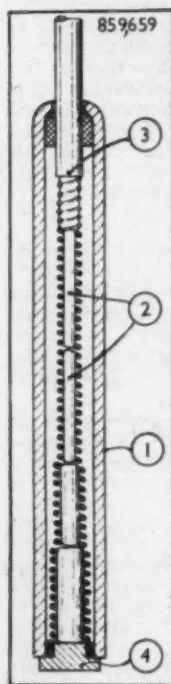


rich fuel-air mixture which, as it enters the piston cavity (4), is immediately evaporated by the heat.

On the succeeding downstroke, the air

GLOW PLUGS FOR DIESELS

A GLOW plug for starting diesel engines forms the subject of patent No. 859,659. Simplicity of manufacture coupled with adequate protection for the filament are the chief claims made for the design. (Robert Bosch G.m.b.H., 4 Breitscheidstrasse, Stuttgart-W., Germany.)



The drawing shows the inner sleeve carrying the filament. A non-scaling metal shell (1) contains the helical filament which is wound on several ceramic cores (2) the diameter of which increases towards the tip.

The intervening space is packed tightly with ceramic powder; the degree of tightness is important because it has a considerable effect on the thermal conductivity of the powder. The filament end is welded to a central electrode (3) and earthed at the bottom on a metal plug (4).

The increasing length of filament towards the tip gives increasing

temperature at this end and the metal plug is made to glow. The turn-to-turn pitch of the filament should not be in excess of 0.024 in.

MORE LOAD, MORE WHEELS

AN INTERESTING scheme for transporting heavy machinery weighing 100 tons or more is disclosed in patent No. 859,289. (M. Pratolongo, Milan, Italy, and C. Kean, 6 Stratton Street, London, W.1.)

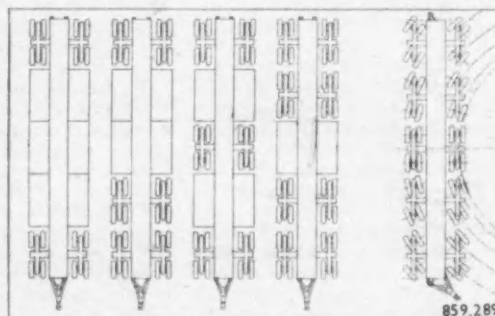
859

The chief novelty is that detachable bogies, each capable of carrying 20 tons, are held "in stock." Any number of these can be assembled on a chassis frame according to the load to be carried.

The bogies have hydraulic cylinders as a means of suspension, and all the cylinders in an assembly are connected by pipework, thus creating a fully compensated suspension that can deal with rough terrain if necessary. The hydraulic cylinders can also be pumped up or down when it is desired to vary the ground clearance.

The drawing herewith, one of 25 in the specification, shows some typical assemblies. All the bogies are dirigible and the right-hand drawing shows their position in negotiating a curve.

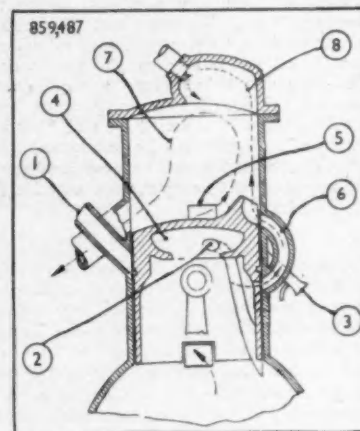
The rest of the drawings are very informative, showing the actual constructional details of all the component parts.



IMPROVEMENTS IN TWO-STROKES

ECONOMY in fuel and lubricating oil and increased efficiency are claimed for a two-stroke engine shown in patent No. 859,487. (F. Stümpfig, 31 Bismarckstrasse, Nurnberg, Germany.)

Referring to the drawing, when the piston is at t.d.c., air is drawn into the crankcase via a port (1) on the side. Simultaneously, another port (2) in the piston lines up with an intake port (3) in the cylinder wall. This supplies a



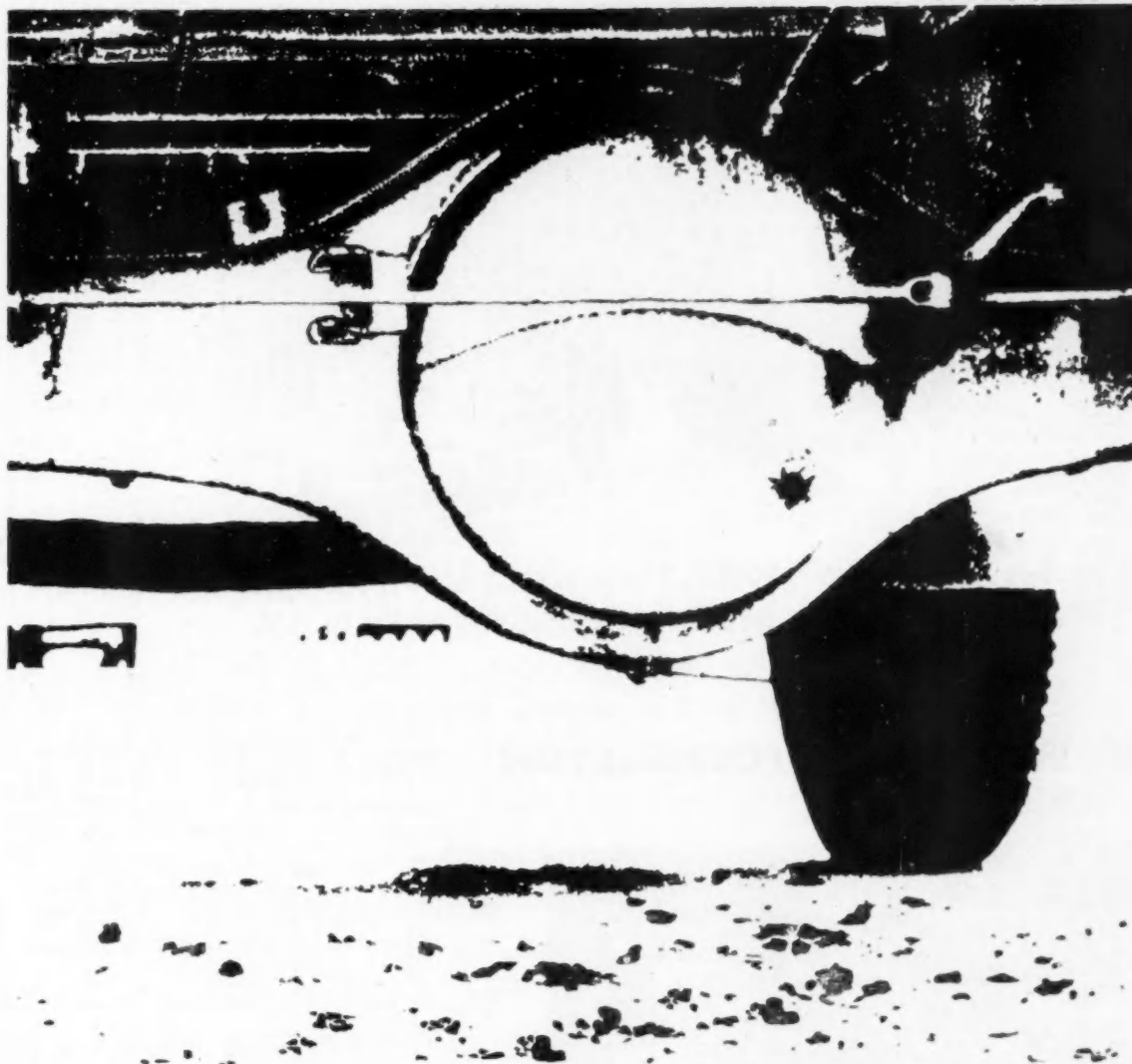
and the mixture are both compressed, but still remain substantially separate. At the bottom of the stroke, two transfer ports are opened, one (5) for the air and another (6) for the rich mixture. The air performs most of the scavenging (as shown at 7), while the mixture follows the dotted-line path (8) up the cylinder wall and into the top combustion space. Final mixing of the fuel and air takes place only after commencement of ignition.

It is said that low-grade fuel can be successfully used in the engine, and that a higher crankcase compression is possible. The latter will give improved scavenging, which will result in an increase in efficiency.

POWERED PORTABLE BUILDING

PATENT No. 860,455 describes a vehicle that can be regarded as a portable building. The front powered unit is connected with the trailing rear wheels only by a tall overhead gantry. From the gantry can be suspended walls, partitions and suchlike members. Suggested uses are temporary workshops, milking sheds or shops. The patent comes from J. Jacottet, Eure et Loir, Bonneval, France.

Photo-montage by Geoffrey Gale



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GOODS VEHICLES FOR SALE AND WANTED

USED GOODS VEHICLES

A.E.C.

A.E.C. 4 x 4, 6 x 6 Matadors. T. E. Cunliffe, 45 Wellington Rd., Handsworth, Birmingham, 20. Northern 0832. 900-75

NEWPORT MOTOR SERVICES. East Usk Rd., Newport, Mon. Phone 59441.
1959 Medium-wheelbase A.E.C. Mercury tipper, 13 cu. yd. 900-103

1956 A.E.C. 8-wheeler chassis and cab, 9.6 engine, double drive, air brakes, 40 x 8 tyres, fitted T.T.O. ex petrol tanker, in very good condition, £1,500. 4 Carruthers St., Liverpool, 3. Central 2047. 900-259

A.E.C. Monarch, 1950, short wheelbase, chassis and cab, immaculate condition, make ideal tipper or tractor. £375.
RIMMER, Pinhole Garage, Bury, Lancs. Phone 1020. 900-247

FOR fleet—two September, 1960 A.E.C. 8-wheeled vehicles, small mileage on both vehicles, price well below list. Further particulars may be obtained from B.C.F. Transport Co., Ltd., Berking Avenue, Yord Rd., Leeds, 9. Phone 29166.

SEVERAL 4 x 4 Matadors, including two tippers, underfloor rams, at reasonable prices. Colnbrook 2741. 900-341

1956 A.E.C. 8-wheeler double drive, air brakes, clean and in excellent order, £1,450.

1952 A.E.C. Monarch tipper, excellent cab and body and first-class running order, £700.

1949 A.E.C. box van, 9.6 engine, in excellent running order, £375.

1958 A.E.C. Mercury 6-wheeler, 24-ft. body, air brakes, in first-class order, one owner, £1,450.

1955 A.E.C. Majestic twin steer, 22-ft. body, air brakes, 10.00 x 20 tyres, in first-class order, £850.

ALSO a number of other good A.E.C. vehicles in stock.

RUSH GREEN MOTORS, Langley, Hitchin, Herts. Stevenage 174. 900-295

1950 Mammoth Major, 9.6-litre, 22-cu.-yd. tipping body by Duramin, genuine 60,000 miles, taxed for year. Apply Eastern Gas Board, Chelmsford 3661. 900-376

1949 8-wheeler A.E.C. Mammoth Major, excellent condition, reconditioned 9.6 engine by A.E.C. Phone. Greenwich 0474. 900-423

A.E.C. Monarch, short wheelbase. Full particulars, price. Box CM827, care of "The Commercial Motor." 900-496

ALBION

1956 ALBION Chieftain, flat alloy body, good condition, £595. W. G. Cooper and Sons, Ltd., Acreford Mills, Burton-on-Trent. Phone. Overseal 329. 900-42411

ALBION HD53 4-wheeler for sale, diesel, air brakes, £350. Harford Engineering Co., Ltd., Whiting Rd., Norwich. 900-793

ALBION Chieftain 1956 boxvans (choice of two), low mileage, £600 each. Phone. Mit 4533. 900-35

ALBION Reiver 1955 21-ft. platform truck, 37,000 miles, in exceptionally good condition, £850.

SHERWOOD BROS. (DARLINGTON), LTD., Grange Rd., Darlington. Phone 66155. 901-9834

ALBION 1,600-cu.-ft. diesel Luton van, £275. Frank G. Gates, Ltd., Gates Corner, E.18. Wan 6633. 900-342

1955 Reiver long-wheelbase platform, F.T.107 L. £750.

1956 Chieftain long-wheelbase platform, £695.

1949 CX long-wheelbase platform, £195.

JOHN HUDSON, Doncaster Rd., Bawtry, Yorks. Phone. Bawtry 362. 900-509

Used Goods Vehicles (contd.)

BROWNHILLS MOTOR SALES.

LEYLAND, ALBION, SCAMMELL.
EARLY delivery of new ALBION Reiver.
SEE our advertisement under Used Goods Vehicles Unclassified.

BROWNHILLS MOTOR SALES.

WATLING STREET (A5), BROWNHILLS, STAFFS.
Phone. Brownhills 2307, 2336 and 2392. 900-117

1957 ALBION Reiver, Leyland engine, platform truck. Jeffreys Commercial Motors. Phone. Swansea 72415. 900-205

BENTLEY BROS. (SHEFFIELD), LTD.

71 THE WICKER, SHEFFIELD, 3.
Phone 29281.

1958 ALBION Chieftain, 16-ft. platform body, one careful owner, ready for immediate use, £765. 900-272

1955 ALBION Chieftain diesel long-wheelbase 16-ft. drop-side truck, wrap-around screen, one-owner driver, £475. A. and L. Vehicle Supply Co., Ltd., 25-41 Gravel Lane, Salford, 3. Phone. Manchester Blackfriars 1511. 900-520

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THE NIGHTINGALE ENGRG. CO. LTD.

THE LONDON DISTRIBUTORS FOR

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ALL MODELS, COMPLETE SALES AND SERVICE

AT BALHAM, S.W.12.

Bus 2193 (five lines). zzz-737

1950 ATKINSON 8-wheeler, 22-ft. alloy drop-side tipping body, 4-ft. sides, on 40 x 8 tyres, 6LW, double drive, very clean, £1,250, would take 4-wheel tipper in part-exchange. Langley Mill Commercial Vehicles, Ltd., Langley Mill 2623, Notts. 900-114

1956 ATKINSON M945 4-wheeler tippers, 5LW engine, 5-speed box, Pilot alloy body and tipping gear, C-lisence owner, good clean vehicles which have been well maintained, excellent condition, choice of two, price £1,000 or nearest offer. Box CM975, care of "The Commercial Motor." 900-265

ATKINSON 12-ton 6-wheel double-drive drop-sided hydraulic tipper, £450.

HENRY EATON, LTD., 107 Palmerston St., Ancoats Manchester. Phone. Ardwick 3146. 900-230

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Used Goods Vehicles (contd.)

1957 ATKINSON E745 tractor with 5LW, fifth-wheel coupler, vacuum brakes.

1956 ATKINSON 8-wheeler L1786 long-wheelbase chassis and cab, fitted auto lubrication, good tyres, suitable for reconditioning, at low price to clear.

1953 ATKINSON 8-wheeler, L1786, 24-ft. platform, one owner, good tyres and condition, choice of two.

RYLAND GARAGE, LTD., Ryland St., off Broad St., Birmingham, 6. Edgbaston 4501-5. 900-200

1957 August, 8-wheel 25-ft. flat, 11.3 engine, double drive, 9.00 x 24 tyres, nearly new, in very good condition, £1,750. 4 Carruthers St., Liverpool, 3. Central 2047. 900-258

1959 ATKINSON, Gardner LX, 8-wheeler.

1959 ATKINSON, A.E.C. 11.3, 8-wheel.

1953 ATKINSON, Gardner 6LW, 8-wheel.

WOODCOX TRANSPORT (CHORLEY), LTD., Park Road Garage, Heskin, Chorley. Phone. Eccleston 263. 900-519

Atkinson Wanted

ATKINSON 6- and 8-wheelers, 1957 onwards, please write for full particulars and prices.

SCOTTS OF NOTTINGHAM, Lambourne Drive, Nottingham. Deer Park 221. 900-81

AUSTIN

AUSTIN 6 x 4 chassis and cab, very low mileage, complete with new battery, spare wheel and tyre. £180.

L. W. VASS, LTD., Amphil, Bedford Amphil 3255. zzz-912

1960 7-tonner with extras, 23-ft. platform, as new. Phone. Yeovil 2091. 900-22

DAWNIER MOTORS, LTD.

EWELL BY-PASS, SURREY.

Ewell 2382

NEW AUSTIN 30-cwt. truck, immediate delivery.

1958 AUSTIN 3-ton normal-control petrol drop-side truck, immaculate, £385.

1957 AUSTIN 15-cwt. van, £235.

1956 AUSTIN 5-cu.-yd. diesel tipper, drop side, £420. 900-179

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SEVEN SISTERS ROAD, TOTTENHAM.

LONDON, N.15.

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OFFER FROM STOCK:—

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IMMEDIATE DELIVERY

NEW AUSTIN new-type 30-cwt. diesel 500-cu.-ft. Luton van, in primer.

NEW AUSTIN 5-ton 1,700-cu.-ft. diesel Luton van.

NEW AUSTIN 3-ton 1,325-cu.-ft. Luton van.

NEW AUSTIN Omnicab, in primer.

NEW AUSTIN 3-ton normal-control diesel drop-side truck.

900-179

Used Goods Vehicles (contd.)

CAR MART, L. TD.
AUSTIN COMMERCIAL VEHICLE DISTRIBUTORS
FOR LONDON AND ESSEX.
SIX MONTHS' GUARANTEE
WHERE STATED.

1955 AUSTIN 3-ton B.M.C. diesel normal-control boxvan, guaranteed, £425.
1953 AUSTIN 3-ton Luton van (approximately 900 cu. ft.), £245.
1960 AUSTIN A35 van, guaranteed, £325.
1958 AUSTIN 7-ton B.M.C. diesel long-wheelbase container body boxvan (approximately 650 cu. ft.), guaranteed, £875.
1959 AUSTIN A152 13-seater Omnicoach, guaranteed, £495.
1956 AUSTIN 3-ton B.M.C. diesel normal-control truck, guaranteed, £375.
1958 AUSTIN L12 14-ton van, guaranteed, £445.

CAR MART, L. TD.
WELSH HARP,
EDGWARE ROAD, N.W.9.
Hendon 6500. 900-337

1955 AUSTIN 5-ton platform truck (petrol), £295. Church Road Motors (Southend-on-Sea), Ltd., Church Rd., Hadleigh, Essex. Phone 37271 (10 lines). 900-462

AUSTIN 5-ton boxvan, 1954, petrol, £155. Allenways, Ltd., Park St., Birmingham, 5. Midland 7515. 900-100

AUSTIN diesel 3-ton Luton van, 1953, £250. 900-100

AUSTIN 5-ton long-wheelbase diesel tipper, 1955, £425.

AUSTIN 30-cwt. van, 1957, needs repainting, choice of two, £195 each.

D. EASTWOOD COMMERCIALS, 27 Aston Rd., North, Birmingham. Phone, Ast 3467. 900-420

1956 AUSTIN long-wheelbase tipper, B.M.C. diesel engine, new tyres, £325.

1955 AUSTIN 5-ton truck, P6 diesel, good condition, £195. Edgware 2572. 900-220

MASKELL'S (BRISTON), LTD.

1958 AUSTIN 10-cwt. express delivery van, one owner since new, excellent condition, £220.

1956 AUSTIN 30-cwt. diesel van, well maintained and in excellent condition, £275.

297 BRISTON RD., S.W.9. Briston 0111. 900-384

BEDFORD HAMILTON MOTORS (LONDON), L. TD.

THE MAIN BEDFORD DEALERS.

WE always have a comprehensive stock of the first-class Quality Tested and other BEDFORDS for your inspection.

MAKE sure you inspect these before you make your purchase. A sample of our stock is as follows:—

NEW BEDFORDS for immediate delivery.

CA Vans, all types and conversions.

35 CWT. Hawson van.

4 TON chassis-cab.

4 TON drop-side truck.

6 TON forward-control truck.

7 TON, all models.

1956 BEDFORD 25-cwt. Spurling van, blue, £375.

1953 BEDFORD 2-3-ton drop-side truck, £195.

1956 BEDFORD 5-ton short-wheelbase tipper, £395.

1954 BEDFORD 5-ton drop-sided truck, £345.

1953 BEDFORD 5-ton short-wheelbase tipper, 5 cu. yd., £325.

1955 BEDFORD 7-ton U tipper, £395.

1952 BEDFORD 7-ton R6 tipper, £295.

1956 BEDFORD 7-ton R6 diesel tipper, long-wheelbase, £625.

1952 BEDFORD 7-ton alloy platform, Comet engine, £365.

OUR showrooms are open until 6.30 p.m. daily and 5 p.m. Saturdays.

PLEASE note address of our additional premises:—

252 BELSIZE RD., N.W.6. Mai 0712.

HAMILTON MOTORS (LONDON), L. TD.
466-490 EDGWARE ROAD,
LONDON, W.2.
AMBASSADOR 7211. PADDINGTON 0022-8.
900-186

BEDFORD petrol tractor (reconditioned engine) with Carrmore platform trailer, £350. Phone, Mit 4533. 900-36

1959, December, BEDFORD 7-ton forward-control, diesel, aluminium boxvan, 750 cu. ft., £775. Davener Motors, Ltd., Ewell By-pass, Surrey, Ewell 2382. 900-178

1955 10-12-cwt. diesel, engine fitted 1959, repainted, £325. Lawton-Goodman, 135 Cricklewood Broadway, N.W.2. Gladstone 2226. 900-19

1957 BEDFORD 5-ton diesel long-wheelbase tippers, 300 engine, specimen vehicles.

1954 BEDFORD 5-ton long-wheelbase bulk body, coil tipper, P6 engine, £325.

COX'S MOTORS (HILL TOP), LTD., 127 Hill Top, West Bromwich Phone Wednesbury 0470 900-431 862

Used Goods Vehicles (contd.)

CARMO OF LONDON,
THE LONDON CENTRE
FOR NEW AND USED BEDFORDS.
IMMEDIATE DELIVERY.

NEW BEDFORD 5-ton 151-in.-wheelbase diesel, drop-side.

NEW BEDFORD 10-12-cwt. and 15-cwt. long- and short-wheelbase vans.

NEW BEDFORD Workabus.

NEW BEDFORD TK 7-ton 167-in. drop-side, 2-speed axle, 300 diesel.

NEW BEDFORD 5-ton normal-control 179-in.-wheelbase chassis-cab, 300 diesel.

ALSO the following reasonably priced used BEDFORDS:—

1958 BEDFORD Spurnotility.

1958 BEDFORD Workabus; choice of two.

1955 BEDFORD 3-ton short-wheelbase petrol tipper.

1956 1957 BEDFORD 3-ton long-wheelbase P4 diesel truck with lift; choice of two.

1953 30-cwt. A-type van.

1959 BEDFORD Workabus, excellent throughout.

1959 BEDFORD 15-cwt. short-wheelbase van.

1960 BEDFORD Workabus.

LARGE SELECTION OF CA VANS.
FROM £110.
OTHER MAKES AND MODELS ALWAYS AVAILABLE.
BACKED BY UNEQUALLED SERVICE AND SPARES FACILITIES.
BEDFORD RECONDITIONED ENGINES FROM STOCK.
NEW TK MODEL AVAILABLE FOR DEMONSTRATION.
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LONDON, N.W.5.
Gulliver 5555. 900-218

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THE BEDFORD MAIN DEALERS.
FOR YOUR NEW OR USED BEDFORD BACKED BY SEVEN DAYS A WEEK AFTER-SALES SERVICE.
OFFER SUBJECT TO REMAINING UNSOLD, THE FOLLOWING:—

NEW BEDFORDS.

NEW BEDFORD 25-cwt. normal-control chassis, 200

NEW BEDFORD 15-cwt. CAL Utility Busette.

NEW BEDFORD 4-ton forward-control, 135-in.-wheelbase, 200 diesel, chassis-cab.

NEW BEDFORD 7-ton forward-control, 300 diesel, 120-in.-wheelbase, Telecoach tipper, 5-speed gearbox.

NEW BEDFORD 7-ton 151-in.-wheelbase forward control chassis-cab, 300 diesel.

NEW BEDFORD 7-ton forward-control 167-in.-wheelbase, 300 diesel, chassis-cab.

USED BEDFORDS.

1959 BEDFORD Utility Busette, £425.

1958 BEDFORD 15-cwt. milk float, £295.

1956 BEDFORD 5-ton petrol metal-body tipper, £400.

1954 BEDFORD 5-ton tipper, petrol, £350.

1953 BEDFORD 5-ton tipper, petrol, £325.

1956 BEDFORD 30-cwt. van, £395.

1957 8-ton tractor unit, reconditioned engine, new tyres, £600.

PARSONS AND PARSONS (GARAGES), L. TD.
HARLOW, ESSEX.
Phone, Potter Street 121. 900-72

ORMSKIRK MOTORS, L. TD.

NEW TK BEDFORD 7-ton drop-side tipper, 2-speed axle, diesel.

NEW BEDFORD TK 7-ton 167-in. wheelbase, 2-speed axle, diesel.

NEW BEDFORD TK 7-ton fitted with Leyland engine, 2-speed axle, 9.00 x 20 tyres.

1958 BEDFORD 8-ton tractor unit, diesel, 2-speed axle, and 20-ft. Scammell trailer, one owner, £795.

1958 BEDFORD 10-ton tractor unit, one owner only, Scammell coupling, diesel, 2-speed axle, £595.

1956 BEDFORD 7-ton with aluminium flat platform, Eaton 2-speed axle, R6 diesel engine, Mark II, mitigate on this engine only 30,000, good condition throughout, £345.

1951 BEDFORD 5-tonner, P6 diesel engine, in good condition throughout, £225.

ORMSKIRK MOTORS, L. TD.
MAIN VAUXHALL-BEDFORD DEALERS.
COUNTY ROAD, ORMSKIRK.
Phone, Ormskirk 2551-2. 900-241

Used Goods Vehicles (contd.)

LAWSON PIGOTT MOTORS, L. TD.
MAIN BEDFORD DEALERS.
BEDFORDS ARE OUR BUSINESS.

NEW BEDFORD 5-ton normal-control diesel, 1,200-cu.-ft. pantechonion, composite body with rear low-loading well, walk-in tailboard, half doors, 4 ft. 6 in. Luton, price in primer, £1,545. Immediate delivery.

ALSO BEDFORD TK chassis with composite or alloy bodies, favourable delivery, quotations sent on request.

NEW BEDFORDS FOR IMMEDIATE DELIVERY.

NEW BEDFORD TK 4-ton chassis-cab.

NEW BEDFORD TK 5-ton long-wheelbase truck.

NEW BEDFORD 5-ton normal-control long-wheelbase chassis-cab, diesel.

NEW BEDFORD TK 7-ton long-wheelbase truck.

NEW BEDFORD TK 7-ton short-wheelbase tipper, 6-cu.-yd. steel body, Telecoach gear.

NEW BEDFORD TK 12-ton tractor unit.

NEW BEDFORD 10-, 12- and 15-cwt. short-wheelbase and long-wheelbase vans.

NEW BEDFORD 12-seater conversions; most models available.

1960 BEDFORD 4-ton normal-control diesel 900-cu.-ft. Luton van, £1,175.

PART-EXCHANGES? Certainly! Hire-purchase terms.
SALES STAFF IN ATTENDANCE UNTIL 5 P.M. SATURDAYS.

PHONE, BARNET 1066.
186 EAST BARNET ROAD,
NEW BARNET.
320 KING STREET, HAMMERSMITH,
LONDON, W.6.
PHONE, RIVERSIDE 4111. 900-171

E. J. BAKER AND CO. (DORKING), L. TD.
BEDFORD
MAIN DEALERS.

1959 BEDFORD 6-ton short-wheelbase tippers, diesel engine, Anthony gears, fixed and drop-side bodies, choice of several from £825.

1955 BEDFORD 7-ton R6 platform, excellent condition, £400.

55-61 LONDON STREET,
CHERTSEY.
Chertsey 2391. 900-387

WELCH'S GARAGE (STAPLEFORD), L. TD.

1956 BEDFORD 5 10-ton tractor with R6 engine and 23-ft. 10-ton Scammell trailer, complete unit much above average all round, £510.

LONDON ROAD,
STAPLEFORD, CAMBS.
Phone, Shelford 3017. 900-228

1958 BEDFORD A-type 5-ton long-wheelbase truck, 24,000 miles, in good running condition, £500.

NORMAN REEVES (MOTORS), LTD., High St., Watford 21227. 900-136

1956 BEDFORD P6 diesel 5-ton long-wheelbase hydraulic tipper, £325 or terms arranged.

1955 BEDFORD 4-ton diesel extended chassis boxvan, £325.

1954 BEDFORD diesel 7-ton chassis and cab, £175.

1960, July, BEDFORD 7-ton heavy-duty tipper, 9.00 x 20 tyres, £1,150.

1953 BEDFORD 5-ton P6 long-wheelbase hydraulic tipper, £185.

1955 BEDFORD 7-ton tipper with steel U body, £195.

1958 BEDFORD 6-ton long-wheelbase platform lorry, Bedford 300 diesel engine, £495.

1952 BEDFORD 7-ton forward-control platform lorry, £125.

HENRY EATON, LTD., 107 Palmerston St., Ancoats, Manchester. Phone, Ardwick 3146. 900-233

1957 BEDFORD 5-ton long-wheelbase truck, Bedford diesel engine, £435.

1956 BEDFORD 30-cwt. 3-way loader van, in 1959 condition, £325.

1955, September, BEDFORD 7-ton R6 diesel van, 16 ft. 6 in. long with N.S. roller shutter, in exceptional condition, £345. Edgware 2572. 900-221

BENTLEY BROS. (SHEFFIELD), L. TD.
71 THE WICKER, SHEFFIELD, 3.
Phone 29281.

1958 BEDFORD 5-ton normal-control 300-cu.-in. diesel chassis and cab, 167-in. wheelbase, excellent condition, choice of two, £465.

1959 BEDFORD 7-ton tipper, normal control, diesel, owner-driver, £825.

1956 BEDFORD 7-ton long-wheelbase diesel drop-side truck, recent rear axle overhaul, one C-licence owner, £495.

1955 BEDFORD 3-ton boxvan, used on local council work only, good value at £275.

1954 BEDFORD 10-ton petrol tractor with 22-ft. straight-frame trailer, £325. 900-271

Used Goods Vehicles (contd.)

CAPITAL MOTOR CO., LTD.

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NEW BEDFORDS. 10-ton tractor unit, immediate delivery.
NEW BEDFORD TK 3-ton drop-side truck, immediate delivery.
NEW BEDFORD 4-ton TK drop-side truck, immediate delivery.
NEW BEDFORD 5-ton TK 151-in.-wheelbase chassis-cab, immediate delivery.
NEW BEDFORD 6-ton TK drop-side truck, immediate delivery.
NEW BEDFORD 7-ton TK 167-in.-wheelbase chassis-cab, immediate delivery.
NEW BEDFORD 8-ton normal-control 143-in.-wheelbase drop-side truck, immediate delivery.
1959 BEDFORD 5-ton diesel drop-side truck, recently completely overhauled, in excellent condition.
1958 BEDFORD 5-ton forward-control diesel truck, £575.
FOR immediate delivery of the above new BEDFORDS
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CAPITAL MOTOR CO., LTD., Remington St., City Rd., London, N.1. 900-322

AVAILABLE Now.

1959 S and J type BEDFORDS, short-wheelbase end tipper, with steel bodies, vehicles in good condition, at present working but can be seen by appointment.
APPLY Hoveringham Gravels, Ltd., Hoveringham, Nottingham. 900-437

BEDFORD 1955 5-ton box van, roll shutter rear door, exceptional condition throughout, ex large food combine, choice of three from £265.
D. EASTWOOD COMMERCIALS, 27 Aston Rd. North, Birmingham. Phone. Ast 3467. 900-428

COLONIAL MOTORS (SOUTHEND), LTD.

OFFICIAL BEDFORD DEALERS.

NEW 7-ton BEDFORD TK long-wheelbase truck, 2-speed axle.
NEW 4-ton BEDFORD 1,500-cu.-ft. Luton van.
NEW 35-cwt. BEDFORD diesel chassis-cab.
NEW 15-cwt. BEDFORD van.
NEW 10-ton BEDFORD tractor unit.
NEW BEDFORD Kenex passenger-carrying vans (choice of nine).

COLONIAL MOTORS (SOUTHEND), LTD.

HADLEIGH, ESSEX.

Phone 57271 (10 lines).

900-460

1958 BEDFORD 6-ton diesel tipper, 6-yd. body, one owner, £625.
1956 BEDFORD 7-ton diesel tipper, steel body, one owner, well tired, £525. Colonial Motors (Southend), Ltd., Hadleigh, Essex. Phone 57271 (10 lines). 900-461

BEDFORD-SCAMMELL, 1951, new petrol engine, with 20-ft. flat platform trailer, Scammell coupling.
MERTON ENGINEERING CO., LTD., Fagus Rd., Feltham, Middx. Phone, Feltham 6208, 3045. 900-501

J. G. RYAN (MOTORS), LTD.

BEDFORD DEALERS.

HERTFORD ROAD,

BARKING, ESSEX.

Rippleway 2361-2.

1956 10-ton tractor unit, diesel, with Scammell coupling, £450.
COMPREHENSIVE range of new BEDFORD vehicles always in stock.

FOR BEDFORD TRUCKS.

PHONE, RIPPLEWAY 2361-2 FOR DEMONSTRATION

J. G. RYAN (MOTORS), LTD.

HERTFORD ROAD,

BARKING, ESSEX.

900-388

1955 BEDFORD 5-ton tipper, short wheelbase, petrol engine, newly painted, £295.
SHERWOODS GARAGES, LTD., 110 Buxton Rd., Stockport. Phone, Stockport 5083. 900-522

1954 S-type BEDFORD, U-shaped body, Weston gear, new petrol engine, 5,000 miles, £250. Phone, St. Helens 7055. 900-42717

1958 BEDFORD 10-12-cwt., in exceptionally good condition throughout, choice of three from £225. Cavendish Motors, Cavendish Rd., N.W.6, Willesden 0046-8. 900-548

BEDFORD diesel, low-loading trailer, £375.
WALTER WALKER (ECCLESFIELD), LTD., Ecclesfield, near Sheffield. Phone, Ecclesfield 3667. 900-540

1956 BEDFORD S-type tractor unit, Scammell hitch, good condition, £445, Arnold 7771. 900-138

1956 BEDFORD 5-ton A-type platform, P6 diesel painted primer, £475. Arnold 7771. 900-137

Used Goods Vehicles (contd.)

1958 BEDFORD (petrol) 5-ton forward-control platform trucks (two), from £475.
25-CWT. BEDFORD van, 1955, £250.

SEPTEMBER, 1957, BEDFORD 6-ton forward control, diesel, £550.
NEW BEDFORD TK tippers, available for immediate delivery.

BARTON MOTORS (PRESTON), LTD.

PRESTON.

Preston 4664.

900-254

1954 7-ton tractor diesel and semi-low-loader trailer, 15-ft. well, very clean, good tyres, 30,000 miles on present engine, £675. Langley Mill Commercial Vehicles, Ltd., Langley Mill 2633, Notts. 900-112

Bedford Wanted

BEDFORDS ALL TYPES WANTED.

BEDFORDS WANTED FOR CASH.

CHANDLERS MOTORS, LTD.

71 GREENWICH SOUTH STREET.

LONDON, S.E.10.

Greenwich 2033-4.

ZZZ-894

BEDFORDS wanted.

BEDFORDS wanted.

BEDFORDS wanted! Bedford wanted!

WE want BEDFORDS! Trucks, tippers, vans, Lutons, etc. G.T.C. (Commercial), Ltd., 2 Addington Rd., Bow Rd., E.3. Advance 5242-3. 222-734

A BEDFORD for sale? Phone, Hamilton Motors, 466-490 Edgware Rd., London, W.2. Phone, Paddington 1022 (12 lines). Immediate settlement and best prices. 900-185

BEDFORD 7-ton normal-control tipper chassis-cab, low mileage. Ewell 2382. 900-180

BEDFORD 12-15-cwt. vans and utilities wanted.

DICK'S CAR SALES, LTD., Exeter Rd., London, N.W.2. Gladstone 7175. 900-193

B.M.C.

1960 AUSTIN B.M.C. 6-wheel platform truck, 22-ft. body, York extension, 2-speed axle, in first-class order.

1960 MORRIS B.M.C. 4-wheel platform truck, 18-ft. body, in first-class order.

ALSO other good B.M.C. vehicles in stock.

RUSH GREEN MOTORS, Langley, Hitchin, Herts, Stevenage 174. 900-296

1957 B.M.C. Scammell tractor unit, choice of trailers.

JACKERBY AND CO., Maybells Farm, Ripple Rd., Barking, Essex. Dominion 5583. 900-397

COMMER

NEW COMMER York 6-wheel alloy 22-cu.-ft. tipper, 9.00 x 20, 5-speed, air brakes, suitable grain, coal, etc., delivery this week.

NEW COMMER 3-ton pick-up truck with drop sides, £583.

NEW COMMER 4-ton diesel pick-up with fixed sides, latest forward control.

NEW COMMER Cob, powder blue, passenger seat, £430.

COMMER 15-cwt. normal-control personnel carrier, petrol, 14,000 miles only, £375.

COMMER QX petrol 7-tonner, 18 ft., £125.

COMMER Superpoise 6-ton, P6 diesel, drop sides, 5-speed, £375.

COMMER 8-cwt. EDV, all estate car fittings, £335.

COMMER 25-cwt. super capacity van, bargain, £90.

COMMER Unipower 6-wheel 21-ft. platform, 9.00 x 20, low mileage, £1,625.

COMMER Routes diesel 7-ton standard long-wheelbase drop-side, £495, choice of two.

LOWEST H.P. terms. Open Sunday mornings.

JOHN JORDAN, official COMMER dealers, Mann Garage, Sandy, Beds. Phone 271. 900-50

1957 COMMER 7-ton TS3 platform truck, good condition throughout, £695. Arnold 7771. 900-139

1957 COMMER TS3, wood body tipper, £545.
G. H. KENDRICK, LTD., Carters Green, West Bromwich 0778. 900-95

1959 COMMER long-wheelbase coal body tipper, in very good order, £1,150.
H. HAMBLINS OF RUSHDEN, Phone, Rushden 4211, Northamptonshire. 900-97

1958, June, COMMER 7-ton, Routes diesel, 11-ft. 9-in.-wheelbase tipper, steel double drop-side body and gear by Edbro, 9.00 x 20 1/2, helper springs, one C-licence user only.

APPLETON-ASSOCIATES LTD., Routes Main Dealers, Hilderton Rd., Bridlington 426. 900-243

A. SPRINGALL, LTD.

1959 COMMER 6-wheel drop-side bulk tipper, air brakes, 5-speed gearbox, heater, heavy-duty chassis, new engine, etc., cost £3,250, accept £2,100, o.n.o.

1959 COMMER 6-wheel Unipower truck, aluminium body, 5-speed gearbox, heater, etc. H.P. arranged. Springall, Ltd., Plumstead Common, S.E.18, Woolwich 5313. 900-365

1957 TS3 COMMER, Bays, detachable sides, new engine, differential, and heavy gearbox fitted, in excellent condition throughout, Apply Box CM0017, care of "The Commercial Motor". 901-9845

Used Goods Vehicles (contd.)

1960 COMMER TS3 7-ton short-wheelbase tipper, steel double-drop-side body, air brakes, low mileage, £1,100.

CON'S MOTORS (HILL TOP), LTD., 127 Hill Top, West Bromwich. Phone, Wednesbury 0470. 900-436

ACCIDENT-DAMAGED COMMER 30-cwt. diesel van, 1957, £85 cash. Phone, Birmingham, Ast 3467. 900-427

1955 TS3 COMMER artic, 10-tonner, S.A.E. coupling, 21-ft. trailer, small mileage, new gearbox and disc fitted recently, tyres good, very clean, £435.

1956 7.8-tonner TS3 COMMER, 18 ft., good condition all round, brakes recently relined, mileage approximately 40,000, £375.
A. PLY Walsh Haulage Co., Ltd., Bretall Lane, Stourbridge. 900-530

DUNN'S MOTORS, LTD.

TAUNTON AND EXETER.

Phone, Taunton 2607-8.

FOR COMMER AND KARRIER.

900-533

1954, September, one-owner COMMER 7-ton long-wheelbase platform truck, in excellent condition, petrol, 8.25 x 20 tyres in excellent condition, including spare, all original tools and instruction book, £225. Terms, exchanges, 10 Aspen Close, Farnborough, Orpington, Kent. Farnborough 5310. 900-512

COMMER 1960 TS3 10-ton Unipower 6-wheeler (triple-drop-side truck, air brakes, power steering, 5-speed gearbox, heater, flashers, etc., mileage 10,000, 9.00 x 20 tyres, £1,650.

COMMER 1957 TS3 7-ton truck power steering, air brakes, 5-speed gearbox, heater, very good condition throughout, £555 o.n.o. Coppermill 4777 and 4713. 900-553

Commer Wanted

COMMER 30-cwt. van, low mileage, petrol. Phone, Swadincote 7515. 900-42475

DENNIS

1952 DENNIS Pax chassis-cab, needing engine repairs, no wheels, £25. Phone, St. Helens 7055. 900-42717

1955 DENNIS Max diesel tractor unit, one owner, very nice condition, S.A.E. fifth-wheel coupling, £423. Church Road Motors (Southend-on-Sea), Ltd., Hadleigh, Essex. Phone 57271 (10 lines). 900-463

1957 DENNIS Jubilant diesel 6-wheeler double-drive 24-ft. drop-side body, all in excellent order, £1,050 T.M.S. owners replacing with 8-wheeler, Lavers Transport, Ltd., Dunton Green, near Sevenoaks, Kent. Phone, Dunton Green 120 and 144. 902-42718

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1956 DODGE drop-side truck, Perkins P6 type 105C, one owner, £195 o.n.o. Princes Service Station, Millbrook, Southampton 73025. 901-9841

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DODGE DISTRIBUTORS.

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1958 DODGE diesel 6-ton truck, very good condition choice of two, £525.

1954 DODGE 7-ton diesel platform truck, £400.
BALHAM HIGH RD., S.W.12. Phone, Balham 2234. 900-152

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NEW Model 3166T 8-ton DODGE chassis-cab, new Perkins P6 354 direct-injection engine.

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1955 DODGE 7-ton long-wheelbase truck, overhauled/reconditioned engine.

1955 DODGE 5-ton truck, one owner, fitted with sack loader, now being painted, £550.
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Used Goods Vehicles (contd.)

ARNOLD AND PALE, LTD.
DODGE MAIN DEALERS.
ST. VINCENT'S ROAD, DARTFORD.
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1954 DODGE 106AP6 long-wheelbase platform, 2-speed axle. £300.

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200-220 CRICKLEWOOD BROADWAY,
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ALL models from stock or early delivery.
COMPLETE spares service for all types.
PERKINS diesel, every facility.

K.J. MOTORS, LTD., offer:-
1955 Series DODGE 5-ton 5-cu.-yd. tipper, petrol engine, one owner, £270.
WIDMORE RD., Bromley, Kent. Ravensbourne 3456, 900-333.
1956 DODGE 6-wheel, R6, 22-ft. alloy flat, unladen weight 4.9.2. Seddon, 51 Old Lane, Prescott, Nr. Liverpool. Phone 6759. 901-82713.

E.R.F.
1956 E.R.F. 7-ton 18-ft. platform lorry, 5LW engine, 5-speed gearbox, £195, or H.P. arranged.
HENRY LAYTON, LTD., 107 Palmerston St., Arcuate, Manchester. Phone, Ardwick 3146. 900-231.

1956 E.R.F. 8-wheeler, 6LW engine, 25-ft. platform body, air brakes, double drive, in first-class order, latest style cab, appearance and condition almost as new, an exceptionally nice vehicle, bargain.
1948 E.R.F. artic, 5LW with 15-ton low-loader trailer, knock-out axle, in good running order.
RUSH GREEN MOTORS, Langley, Hitchin, Herts, Stevenage 174. 900-297.

FODEN
1959 FODEN 6-wheeler, 2-stroke engine, single drive, 22-ft. 6-in. platform body, choice of three.
1959 FODEN 8-wheeler, 2-stroke engine, single drive, 24-ft. 6-in. platform body, choice of three.
1955 FODEN 8-wheeler, 6LW Gardner engine, double drive, 24-ft. 6-in. platform body.
OSWALD TILLOTSON, LTD., Summit Works, Burnley, Lancs. 2301. 900-51.

1954 FODEN boxvan, one owner, very clean, 1,600 cu. ft., £1,650.
1953 FODEN tipper, 20 cu. yd. Duramin body, £1,495.
A CORN MOTORS, LTD., 24 Cross Rd., Hanworth, Middx. Phone, Feltham 5888. 900-153.

FODEN DG 8-wheeler 24-ft. platform, 6LW Gardner, 40 x 8 tyres, just off service. West Town Diesels, Broad Street Garage, Dewsbury, Yorks. Phone 1504. 900-250.

DG 6-15 8-wheel tipper, fitted with 6LW engine, 5-speed gearbox, double drive, FG cab, steering and brakes, alloy drop-side body, 22 ft. long with 4-ft. sides, in very good order.
MAYFAIR GARAGE, TAMWORTH, LTD., Colehill Rd., Fazeley, Tamworth. Phone 1396 and 1397. 900-455.

WINSFORD INDUSTRIAL CO-OPERATIVE SOCIETY LTD., Weaver St., Winsford, Cheshire. 1950 FODEN LK platform lorry, 6 ton, good condition, surplus to requirement, best offer. Phone, Winsford 2271. 900-82723.

FORD THAMES AND FORDSON

1956 FORDSON 4D 2-ton with special body, translucent roof, £150. Lawton-Goodman, 135 Cricklewood Broadway, N.W.2. Gladstone 2226. 900-18.

NEW FORD 5-cwt. vans, choice of colour, £361.

1960 FORD Trader 6D 7-ton 18-ft. platform, body rough, £600.

1959 6D Trader Primrose 6-wheeler, 21-ft. platform, 9.00 x 20, £1,100.

1959 FORD 7-cwt. van, £235.

1955 FORD 4D long-wheelbase tipper, recent repaint, well shod, £325.

1955 FORD 4D long-wheelbase 16-ft. drop-sider, £285.

1952 FORD E77 6-tonner, 16-ft. steel drop-sider, reconditioned P6, new tyres, £175.

OFFICIAL FORD dealers.

JOHN JORDAN, Manor Garage, Sandy, Beds. Phone, Sandy 271-2. 900-49.

A Selection of used THAMES Trader tippers.

NORMAN REEVES (MOTORS), LTD.
215-218 HIGH STREET,
UXBRIDGE, MIDDX.
Uxbridge 3444. 900-155.

1960 THAMES TRADER 7-ton tipping chassis-cab, 108-in. wheelbase, 9.00 x 20 tyres, flashers, painted green, excellent condition, choice of two, £750 o.n.o.

MARS MOTORS, Upper Richmond Rd. West, S.W.14. Phone, Prospect 2235. 900-166.

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Used Goods Vehicles (contd.)

CHURCH ROAD MOTORS
(SOUTHEND-ON-SEA), LTD.
OFFICIAL FORD COMMERCIAL DEALERS.

NEW 7-ton FORD long-wheelbase truck.

NEW Trader 75 71-ton FORD 7-cu.-yd. Anthony tipper, drop side.

NEW FORD 15-cwt. pick-up truck.

NEW FORD 12-cwt. pick-up truck.

NEW FORD 7-cwt. van.

NEW FORD 5-cwt. van.

USED FORD commercials.

1955 FORD 4D Luton, 1,100 cu. ft., in primer, in very good order.

1957 FORD, 4D, 1,700-cu.-ft. Luton, new engine now being fitted.

HADLEIGH, Essex. Phone 57271 (10 lines). 900-459.

1960 THAMES Trader 6D diesel long-wheelbase drop-side truck, £685.
DAWNIE MOTORS, LTD., Ewell By-pass, Surrey. Ewell 2382. 900-176.

1956 THAMES 2-ton diesel 4D van, painted grey, heater, new battery, £275.
OKTHORPE MOTOR CO., North Circular Rd., N.13. Fox Lane 0161. 900-123.

1959 THAMES Trader 7-ton, Anthony Road tipper gear, choice of two, guaranteed, £825. Arnold 7771. 900-140.

1958 Trader 6-yd. tipper, 6D diesel, really nice condition, £550.

1958 Trader 6-yd. tipper, 6-cylinder petrol engine, very low mileage, £465.

1958 August, Trader 4D 3-ton long-wheelbase truck, low mileage, £425.

1955 FORD long-wheelbase tipper, steel drop-side body, reconditioned P6 diesel, new tyres, £325. Edgware 2572. 900-222.

BENTLEY BROS. (SHEFFIELD), LTD.
71 THE WICKER, SHEFFIELD, 3.
Phone 29281.

1956 FORD THAMES 4D with meat container body, this unit is in a good workable condition and in primer finish, £195. 900-273.

1957 FORD Trader 5-ton 6D drop-side tipper, 2-speed axle.
CARMO, of London, Leighton Rd., London, N.W.5. Gulliver 5555. 900-215.

1958 Thames Trader 5-ton tipper, long-wheelbase, very good condition, £675.

1956 Thames 5-ton 4D long-wheelbase drop-side truck, £350.

1959 Thames 2-ton van, in excellent condition, £525.

1959 Thames 7-cwt. van, new engine and tyres just fitted, £235.

1959 Thames 7-cwt. van, with extras, good condition, £275.

1958 Thames 6-ton tipper, good condition, £475.

COOMBS COMMERCIALS (GUILDFORD), LTD., Guildford Portsmouth Rd., Guildford, Surrey. Phone, Guildford 62907. 900-194.

GORDON KING MOTORS, LTD., FORD AND THAMES DEALERS.

TRADER 4D diesel 4-ton chassis, fitted with 1,250-cu.-ft. low-loading Luton body, new and unregistered ex works for early delivery, £1,220.

TRADER 4D diesel 4-ton low-frame chassis, fitted with 1,250-cu.-ft. body as above, immediate delivery from stock, £1,245.

1959 Thames Trader 7-ton 7-cu.-yd. tipper, Anthony gear, £750.

MITCHAM LANE, S.W.6. Streatham 3183-4. 900-323.

1959 Trader 7-ton long-wheelbase truck, 6D, new tyres, clean, £685. Phone, Tideway 4441. 900-226.

1958 Trader 5-ton long-wheelbase truck, 6D, clean, £465. Phone, Tideway 4441. 900-225.

FORD TRADER.
7-TON, 6-CU.-YD.
DIESEL TIPPER, STEEL BODY, AS NEW, 1,160 MILES ONLY. FOR SALE OWING TO SPECIAL CIRCUMSTANCES.

WM. ERIC LADLEY, LTD., PREMIER GARAGE, FENTON, STOKE-ON-TRENT. Phone 48348 and 48736. 900-424.

1958 5-ton Thames Trader, long-wheelbase platform truck, 4D engine, 8.25 x 20 tyres, in perfect condition, £578, terms.

M.S.B. P.E.C., 409 Stockport Rd., Longsight, Manchester. 900-276.

1959 FORD 15-cwt. van, good condition, very low mileage, one owner, £325.

CONYAT MOTOR WORKS, LTD., 164 Southwark Bridge Rd., S.E.1. Waterloo 6162-3. 900-389.

LATE 1958 FORD THAMES 7-ton, 16-ft. 6-in. platform, 9.00 x 20 tyres, Curran, 29-31 Carruthers St., Liverpool, 3. Phone, Mar 2261-3. 901-282631.

Used Goods Vehicles (contd.)

W. HAROLD PERRY, LTD., MAIN FORD DEALERS, FINCHLEY.

1959 THAMES Trader 7-ton 6D dropside truck £975.

1959 THAMES Trader 7-ton 6D platform truck, £875.

1959 THAMES Trader 7-ton 6D 20-ft. platform truck, £975.

1959 THAMES Trader 7-ton 6D 7-cu.-yd. tippers, new Anthony metal bodies and tipping gears, choice of three, £995.

1959 THAMES 5-cwt. van, £310.

1959 THAMES 5-cwt. van, £310.

1959 THAMES 10-12-cwt. van, £375.

1958 THAMES 15-cwt. van, £350.

1959 THAMES 15-cwt. van, £375.

1958 THAMES 12-seater, £495.

1959 THAMES 12-seater, £550.

GOOD selection of Thames and Bedford light vans and 12-seaters. Hire-purchase facilities available.
297 BALLARDS LANE, North Finchley.

HILLSIDE 8888. 900-544.

1959 THAMES Trader artic, unit, Brockhouse, Eaton 2-speed axles, choice of two, £925.

1960 THAMES Trader artic, unit, fifth-wheel coupling, York 24-ft. trailer, £1,550.

1960 THAMES Trader 6-wheel platform, power steering and air brakes, £2,150.

1960 THAMES Trader artic, unit, S.A.E. coupling, 6000, exhibition model.

1958 THAMES Trader 5-ton truck, £525.

1958 THAMES Trader Luton, 900 cu. ft., £700.

1958 THAMES Trader 7-ton, platform body, £720.

1957 THAMES Trader 5-ton truck, choice of two, £525.

1958 THAMES Trader 5-ton 6D 6-cu.-yd. tipper, £650. Choice of two.

FRANK G. GATES, LTD., Gates Corner, E.18, Wansstead 6633. 900-344.

1960 THAMES Trader 7-ton long-wheelbase truck, very small mileage, £850.

1960 THAMES Trader 7-yd. tipper, Edbro gear, steel drop-sided body, in very nice order, very low mileage, £850.

Also several other good Traders in stock. Terms and exchanges.

RUSH GREEN MOTORS, Langley, Hitchin, Herts, Stevenage 174. 900-298.

1960 FORD Trader 6-wheel long-wheelbase tipper, county double-drive axle, 9.00 x 20 tyres, 18-ft. steel body, low mileage, cost £2,700 bargain at £1,600.

1959, October, FORD 6D Trader 7-ton short-wheelbase tipper, new body and gears, 2,000 miles only.

1956 FORD 4D 4-ton long-wheelbase truck, Balco extension, 16-ft. body, excellent condition, £225.
CON'S MOTORS (HILL TOP), LTD., 127 Hill Top, West Bromwich, Phone, Wednesday 6470. 900-432.

TRADER 7-ton long wheelbase, 1959, twin ram gear, 14-cu.-yd. wood body, 9.00 x 20 tyres, clean machine, £675.

FORD 1955 5-ton long-wheelbase drop-side diesel truck, £265.

FORDSON 4D 3-ton truck, 1954, £185.

FORDSON 4D 30-cwt. drop-side truck, 1955, £290.

D. D. EASTWOOD COMMERCIALS, 27 Aston Rd., North, Birmingham. Phone, Ast 3467. 900-430.

ON 5-ton 6D long-wheelbase truck, 1959, good condition.

LATE 1955 3-ton THAMES 4D drop-side truck, nice condition.

1959 THAMES Trader 6D 6-cu.-yd. Anthony drop-side on 9.00 x 20, immaculate vehicle.

COOMBS SERVICE STATION (Ford Main Dealers), By-pass Rd., Guildford 62962. 900-531.

DECEMBER, 1959 7-ton Trader, 20-ft. body, very good condition, £775. Coppermill 4777 or 4713. 900-554.

1957 THAMES 4D long-wheelbase drop-sided truck, one owner, £300. F. J. Lawrence (Fittleworth), Ltd., The Fleet, Fittleworth, Sussex. 901-2720.

Ford Thames and Fordson Wanted

WANTED, FORD 4D vans and Perkins, all capacities from 1955 onwards. Chandlers Motors, Ltd., 71 Greenwich South St., London, S.E.10. Gre 2033-4. 900-420.

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T.G.B. MOTORS, LTD., PRIMROSE ENGINEERING WORKS, WOONE LANE, CLITHEROE, Phone, Clitheroe 785.

IMMEDIATE DELIVERY.
OFFER THE FOLLOWING NEW VEHICLES

GUY Otters, 9 ft. 9 in. and 14 ft. 9 in., 4LK engine, 13-ft. wheelbase, B.M.C. engine, 2-speed axle.

GUY Warrior, 9 ft. 15 in., 18 ft. 2-in. wheelbase, fitted with 7 A.E.C. engine and 2-speed axle.

GUY Warrior, 13 ft. 9 in., 15 ft. 9 in., and 18 ft. 2 in., fitted 375 Leyland engine, 2-speed axle.

GUY Warrior light 6- and 8-wheelers, 15 ft. 3 in. and 17 ft. 9 in., fitted A.E.C. engine, 2-speed axle.

GUY Invincible, 15 ft. 3 in., fitted 6LK engine, L.S.D. P.T.O.

OF INVINCIBLE 6- AND 8-WHEELERS, 6LK ENGINE, ALLOY underframe platforms, Primrose steer and third axles. Synchronic lubrication system fitted, paintline, lettering, etc. 900-430.

Used Goods Vehicles (contd.)

1958 Otter, 4L.K. new 18-ft. platform, new gearbox and clutch, 2-speed axle, £650. Phone. Tideway 4441.

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GOOD selection of used LAND ROVERS always in stock.
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LEYLAND Comets, long and short, tippers and trucks. Being replaced by new vehicles. From £500. 903-9745

LEYLAND Octopus, 1955, air brakes, single drive, 24-ft. platform, first-class condition.
PRALLS (HEREFORD), LTD., Holmer Rd., Hereford 900-65

LEYLAND, 1959, Leyland Super Comet tractor unit, 4 air brakes, fifth wheel coupling, immaculate, condition of five.
OSWALD TILLOTSON, LTD., Summit Works, Burnley. Phone 2291. 900-52

1956 LEYLAND Octopus, choice of three, fitted with 24-ft. Duramin platforms, excellent condition. George Read (Transport), Ltd., Mitcheldean, Glos. Drybrook 236. 900-99

BROWNHILLS MOTOR SALES

LEYLAND, ALBION, SCAMMELL
AUTHORIZED DEALERS.

EARLY delivery of new LEYLAND Comets and Super Comets.
SEE our advertisement under Used Goods Vehicles Unclassified.

BROWNHILLS MOTOR SALES

WATLING STREET (AS), BROWNHILLS, STAFFS.
Phone. Brownhills 2307, 2336 and 2392. 900-118

1952 LEYLAND Octopus 8-wheeler, 24-ft. drop-side, excellent condition, £1,050. Phone. Upton 5150. 900-183

1955 LEYLAND Comet with alloy platform body, £495.
CARMO, of London, Leighton Rd., London, N.W.5. Gulliver 5555. 900-217

1955 LEYLAND Octopus platform truck. Jeffreys Commercial Motors. Phone. Swansea 72415. 900-204

1956 LEYLAND Octopus, 8-wheel, double drive, air brakes, cab and body in excellent condition, good tyres, two in stock.

1954 LEYLAND Octopus, 8-wheel, double drive, vacuum servo brakes, 40 x 8 tyres, cab and bodywork excellent, tyres very good.

1946 LEYLAND Beaver, interim model, £450.

1947 LEYLAND Beaver, 600 engine, £525.

J. CAMPBELL PARK, LTD., Childwall Valley Rd., Gateacre, Liverpool. Phone. Gateacre 1331. 900-263

1957 LEYLAND twin-steer 6-wheeler, 24-ft. platform body, air brakes, in excellent running order.

1956 LEYLAND 8-wheeler, 24-ft. platform, double-drive, air brakes, one owner, in excellent running order.

RUSH GREEN MOTORS, Langley, Hitchin. Herts. 900-299

1948 Octopus long-wheelbase platform, £795.

1955 Octopus long-wheelbase platform, £1,295.

1955 Comet long-wheelbase platform, £595.

JOHN HUDSON, Doncaster Rd., Bawtry, Yorks. Phone. Bawtry 362. 900-508

1955 LEYLAND Comet 90, normal control long-wheelbase tipper, steel body, Eaton 2-speed axle, £575.

COX'S MOTORS (HILL TOP), LTD., 127 Hill Top, West Bromwich. Phone. Wednesbury 0470. 900-434

Leyland Wanted

LATE-TYPE LEYLAND Beaver 14B10 tractor unit required, must be in good condition.
COX'S MOTORS (HILL TOP), LTD., 127 Hill Top, West Bromwich. Phone. Wednesbury 0470. 900-433

MORRIS AND MORRIS-COMMERCIAL

EX-W.D. 4 x 4 tractors with winch, from £100 each. Cundey and Stewart, Ltd., Alfreton, Derbyshire. 900-802

PALMERSTON OF KINGSTON

MORRIS AND MORRIS-COMMERCIAL RETAIL DEALERS.

RELIABLE used vehicles in stock.

PALMERSTON COMMERCIAL MOTORS, LTD., 75-77 Penryn Rd., Kingston 5618. 900-352

1959 MORRIS 3-ton forward-control diesel truck, low mileage £625.
CARMO, of London, Leighton Rd., London, N.W.5. Gulliver 5555. 900-216

Used Goods Vehicles (contd.)

RENAULT

GORDON KING MOTORS, LTD.
SOUTH LONDON RENAULT DISTRIBUTORS.

NEW RENAULT Estafette 10-12-cwt. vans, high-roof models, standard body (available with side-loading doors), pick-up with tilt, also 8-seater passenger vehicle, available for early delivery. Demonstration vehicles available now.

MITCHAM LANE, S.W.16. Streatham 3133-4. 900-324

SCAMMELL

PARADISE MOTORS, Geldard Rd., Birstall, York-shire. Phone. Morley 1029. 20-ton SCAMMELL and 25-ton low-loader trailers, new cab and latest-type bonnets and wings. 222-058

SCAMMELL 8-wheel rigid vehicle, 16-ton capacity, 5-ton load weight 7 tons 11 cwt. 3 qtr., first registered January, 1952. Gardner engine 6LW, complete with two extra new tyres, two road springs and brake drums, vehicle in excellent condition in every respect, cost over £5,000, new bargain price £725 o.b.o.

SOUTHERN BROS. LTD., Austin Distributors, Manchester Rd., Bolton. Phone 2577-8-9. 900-9810

1948 SCAMMELL 25-ton trailer, 22-ft. well, Ko wheels, all brakes, fifth pin, 30-ton Scammell trailer, engine only done approximately 5,000 miles, road tyres, bargain, £1,650. Consider 10- or 12-ton in part-exchange. Langley Mill Commercial Vehicles, Ltd., Langley Mill 2623, Notts. 900-113

SEDDON

NEWPORT MOTOR SERVICES, East Usk Rd., Newport, Mon. Phone 5941.
SEDDON distributors for Monmouthshire. 900-102

ARNOLD AND PILE, LTD.

ST. VINCENT'S ROAD, DARTFORD.
Phone 26371.

1953 SEDDON 5-6-tonner, sided, good condition, £295. 900-131

1957 SEDDON 7-ton 8-cu.-yd. short-wheelbase tipper, diesel, 5-speed gearbox, Pilot twin rim, underbody gear, £695. Bar 1066, 9-6. 900-172

1952 SEDDON Mk. 5 diesel, 7-ton 17-ft. drop-side.

1954 SEDDON Mk. 12 diesel 8-tonner, 18-ft. drop-side, 2-speed axle, good tyres, ex large C licence fleet, choice of two.

1955 SEDDON Mk. 5 diesel, 7-ton 16-ft. 6-in. flat.

NEW SEDDON diesel 7-tonner, Comet engine, ex stock.

RYLAND GARAGE, LTD., Ryland St., off Broad St., Birmingham, 16. Edgbaston 4501-5. 900-201

SEDDON Mk. 15/10, Leyland Super Comet, 6-speed 15-ton box, new flat cattle container, 3-decker sheep, 21 ft. long, 8 ft. wide, unused chassis 6,000 miles, £500 below list price.

PETER BROPHY, Chapel St., Hazel Grove, Cheshire. Phone. Stepping Hill 3039. 900-248

1952 SEDDON 3-ton P4 platform lorry, £250.

1949 SEDDON 6-ton P6 long-wheelbase flat, from £125, or terms.

HENRY EATON, LTD., 107 Palmerston St., Ancoats, Manchester. Phone. Ardwick 3146. 900-232

1950 SEDDON 5-ton long-wheelbase drop-sided truck, P6 diesel engine, road tyres, well maintained and in excellent condition, £250.

STORMONT ENGINEERING CO., LTD., Tunbridge Wells. Phone 20323. 900-425

SENTINEL

SENTINEL 7-ton long-wheelbase platform lorry, reasonable price and part-exchange arranged.

HENRY EATON, LTD., 107 Palmerston St., Ancoats, Manchester. Phone. Ardwick 3146. 900-234

THORNYCROFT

EX-W.D. 4 x 4 trucks, good selection. Cundey and Stewart, Ltd., Alfreton, Derbyshire. 900-803

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1958 TROJAN 1-ton van, cheap to clear, accident damaged, engine untouched, £100.

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PHOENIX MOTOR CO. (SURREY), LTD.
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VAN AND TRUCK SPECIALISTS.

Commer E.D.V. Austin and Bedford vans, regularly available ex contract, lightly used, late models, regularly maintained, all well above-average condition from £100. Generous H.P. terms and exchange prices. Early delivery on all new Commer and Karrier models. Extensive specialized coachwork, service and parts departments.

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1958 MORRIS 2-ton van, 15,185 miles, guaranteed, £295.

AUSTIN 4-ton long-wheelbase truck, diesel, 18,095 miles, guaranteed, £685.

PRYNN AND STEVENS, LTD., 57 Acre Lane, S.W.2. Brixton 1153. 900-385

Used Goods Vehicles (contd.)

RUFFORD MOTOR CO. LTD.

COMMERCIAL VEHICLE DISTRIBUTORS AND COACH BUILDERS.

OFFER for early delivery new E.R.F. and Dodge trucks. All models.
ISO immediate delivery of—

NEW A.E.C. 8-wheel double-drive hydraulic tipper, large alloy body, 9.6 engine.

NEW DODGE 8-ton twin steer, Leyland engine, 16-ft. hydraulic tipper.

NEW DODGE 8-ton hydraulic tipper, new Perkins engine, immediate delivery.

NEW DODGE York 19-ft. upper, Leyland engine, immediate delivery.

NEW DODGE Perkins 7-ton short-wheelbase hydraulic tipper.

1958 ALBION Reiver, 22-ft. drop-sided truck. Leyland engine.

1955 ATKINSON 8-wheel 24-ft. flat, 9.6 A.E.C. engine.

1953 ATKINSON 6-wheel 24-ft. flat, Gardner.

1949 A.E.C. 8-wheel 24-ft. flat.

1956 SEDDON articulator, fitted SLW engine and 22-ft. van body, fifth-wheel coupling.

1954 A.E.C. 8-wheel tipper, 18-ft. alloy body, 9.6 engine, 14-ft. hydraulic tipping trailer, clean condition.

1953 FODEN 8-wheel tipper, Gardner, 23-ft. steel body, respayed.

1946 ATKINSON 8-wheel double-drive tipper.

1952 VULCAN short-wheelbase hydraulic tipper, 4LW engine, respayed.

1954 ATKINSON 4LW 15-ft. hydraulic tipper.

1955 BEDFORD 7-ton long-wheelbase 15-ft. alloy tipper, R6 engine.

1956 BEDFORD long-wheelbase 5-ton A-type drop-sided truck.

1949 BEDFORD long-wheelbase 5-ton hydraulic tipper, 15-ft. drop-sided body, new P6 engine.

1948 COMMER Perkins 16-ft. drop-sided truck.

1953 DODGE 7-ton R6 15-ft. hydraulic tipper, new tyres.

1960 FORD Trader long-wheelbase hydraulic tipper 20,000 m.c.

1958 FORD 7-ton Trader, flat.

1956 FORD D long-wheelbase truck, new engine.

1956 FORD D steel-bodied tipper, very clean.

1950 LEYLAND Comet 18-ft. flat.

ALL types of bodies built in wood and alloy.

HIRE-PURCHASE, low deposit and part-exchange.

MILE HILL GARAGE

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IMMEDIATE AND EARLY DELIVERIES.

NEW 7-ton 6D long-wheelbase Trader chassis and cab, 9,000 x 20 tyres, other extras.

NEW 7-ton 6D long-wheelbase Trader chassis and cab, 9,000 x 20 tyres, other extras.

1958 ALBION F137, 6-speed gearbox, good order throughout.

1958 ALBION Clydesdale, 21-ft. platform body, perfect order.

1956 ALBION Reiver, 6-wheel, double-drive axle, 6-in. platform body, immaculate condition throughout.

1956 ALBION Reiver, 6-wheel, double-drive axle, 6-in. platform body, immaculate condition throughout.

1956 ALBION Reiver, 6-wheel, double-drive axle, 6-in. platform body, immaculate condition throughout.

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1956 ALBION Reiver, 6-wheel, double-drive axle, 6-in. platform body, immaculate condition throughout.

1956 ALBION Reiver, 6-wheel, double-drive axle, 6-in. platform body, immaculate condition throughout.

1956 ALBION Reiver, 6-wheel, double-drive axle, 6-in. platform body, immaculate condition throughout.

Used Goods Vehicles (contd.)

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Burnley.

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Kingsway West, Dundee.
Dundee 66336.

1956 ALBION Reiver, 23-ft. timber body, double drive, 4-cylinder Albion engine.
1957 A.E.C. Majestic, 9.6 engine, air brakes, chassis cab only.
1957 Thames Trader, 6D engine, 17-ft. 6-in. platform body.
1955 E.R.F. twin steer, 5LW engine, 20-ft. platform body.
1959 GUY Warrior, A.E.C. 7.75 engine, 2-speed axle, 20-ft. alloy platform body.
1950 MAUDSLAY Meritor 8-wheel tipper, double drive.
1959 LEYLAND Super Comet tractor unit, fifth-wheel coupling, air brakes, immaculate condition, choice of two.
BAISTOL crawler tractor, Model 22, P3 diesel engine, complete with Trak Grips.
1957 ALBION Chieftain, 4-cylinder Albion engine, 17-ft. 6-in. platform body.
1958 A.E.C. Mammoth Major 8-wheeler, 9.6 engine, double drive, 24-ft. platform body.
1959 COMMER TS3, 2-stroke engine, 17-ft. 9-in. drop-side body.
1958 B.M.C. tractor unit, 6-cylinder diesel engine, fifth-wheel coupling.
1948 MAUDSLAY Mogul, 7.7 engine, 18-20-ft. platform body.
CARRIMORE 4-wheel trailer, 16-ft. wood platform body.
1958 SEDDON, 4LW engine, 2-speed axle, 18-ft. body drop-side.
1959 ALBION Chieftain, 4-cylinder Albion engine, 6-speed gearbox, 18-ft. platform body. Choice of two.
1959 FODEN 6-wheeler, 2-stroke engine, air brakes, 22-ft. 6-in. wood platform body, immaculate.
1959 ALBION Clydesdale tractor unit, Leyland 375 engine, fifth-wheel coupling.
1958 A.E.C. Mercury tractor unit, 7.75 engine, 2-speed axle, fifth-wheel coupling.
1959 GUY light 8-wheeler, 7.75 engine, 2-speed axle, 24-ft. platform body.
1960 B.M.C. tractor unit, 6-cylinder diesel engine, fifth-wheel coupling.
1958 COMMER TS3, 2-stroke engine, 18-ft. platform body.
1958 COMMER TS3, 2-stroke engine, 18-ft. platform body.
1958 AUSTIN (B.M.C.) 7-ton, 6-cylinder diesel engine, 3-speed axle, 17-ft. platform body.
1955 FODEN 8-wheeler, 6LW engine, double drive, 24-ft. platform body.
1959 (Late) FODEN 8-wheeler, 2-stroke engine, single drive, 24-ft. 6-in. platform body, immaculate.
1960 May Thames Trader, 6D engine, 20-ft. platform body, immaculate.
1954 LEYLAND Comet 90, 6-wheeler, Boys axle, 20-p. drop-side body.
1955 ALBION Chieftain tractor unit with Carrimore semi-trailer.
1958 Thames Trader, 6D, Balco extensions, 23-ft. 6-in. platform body.
1960 (Late) B.M.C. 7-ton tipper, power steering, 2-speed axle, 11-ft. 6-in. steel tipping body, immaculate, licensed, choice of two.

ALL INQUIRIES—PHONE OR CALL.

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PART-EXCHANGES ARRANGED. 900-53

Beech's Garage (Hanley), L. TD.

DISTRIBUTORS FOR E.R.F., SEDDON, GUY.

NEW Eagle 20-25-ton drop-frame low-loading semi-trailer, twin-line air brakes, 20-ft. well 14.00 x 20 tyres, 4-ton winch, knock-out axle, in stock, immediate delivery.
1948 E.R.F. Twin Steer, Gardner 5LW engine, 20-ft. drop-side body, in fair condition.
1954 LEYLAND Octopus, double-drive rear axles, 24-ft. platform body, 9.00 x 20 tyres, in very good condition.
NEW B.M.C. 7-ton 150-in. wheelbase chassis and cab, in stock, immediate delivery.
1956 ALBION Reiver, Leyland engine, 22-ft. platform body, double drive, 9.00 x 20 tyres, in very good condition.
1959 August, FORD Thames 6D boxvan, 20 ft. by 7 ft. by 7 ft., inside measurements, with flat floor 9.00 x 20 tyres, in very good condition.
1958 FORD Thames 7-ton twin-ram gear and hydraulic tipper, 16-ft. body with 3-ft. 3-in. drop sides, 9.00 x 20 tyres, in very good condition.
A.E.C. 6-wheeler, ex-M.O.S., 3,000-gal. refueller, double-drive, winch, 13.50 x 20 tyres, excellent condition.
1955 E.R.F. 5.4 (G), 5LW Gardner engine, 18-ft. drop-side body, D.20 tyres, in excellent condition.
1951 E.R.F. 4.4, 4LW Gardner engine, 16-ft. drop-side body, 9.00 x 20 tyres, ex-C. Licence user.
1959 FODEN FE14, 4-cylinder engine Foden, 18-ft. platform body, Michelin 9.00 x 20 tyres, in excellent condition.
1959 BEDFORD Scammell tractor, Bedford engine, 2-speed rear axle, 5-speed gearbox, with new Scammell 12-ton 25-ft. drop-side trailer.
1957 BEDFORD 6-ton 5-type medium-wheelbase and tipper, 13-ft. drop-side body, repainted.
1955 June, FODEN FE8, 9-ton end tipper, 15 ft. by 3 ft. by 7 ft. 6 in. drop-side body, in good condition.

Beech's Garage (Hanley), L. TD.

Leeke Road, Hanley, Stoke-on-Trent.

5-on-T. 23038 and 23039. 900-46

A34

Used Goods Vehicles (contd.)

HARRY DANDO.

Vauxhall and Bedford Main Dealers.

West End Garage.

Chipping Sodbury, Bristol.

Chipping Sodbury 2277 (four lines).

YORK trailers, Full range nearly always in stock, 20-ton tandem axle up to 27 ft.
TRADE for Gloucestershire, Wiltshire, Somerset, Devon and Cornwall.

NEW VEHICLES.

A.E.C. Mandator tractor unit, 11.3-litre engine, complete with Hands 30-ton 20-ft. in-the-well low-loader with Thompson 4-ton winch, £5,520.
A.E.C. and cab, air brakes, on 10.00 x 20 14-ply tyres, £2,615.
B engine, 2-speed, 4-speed, 9.00 x 20 12-ply to rear, 8.25 x 20 12-ply to front, complete with Telehoist tipping gear and wood drop-side body, £1,566 10s.
B engine, 10-ton KFAI tractor unit, Bedford 300 diesel engine, air brakes, 2-speed, 5-speed, 8.25 x 20 14-ply tyres, £1,345 10s.
B engine, 7-ton KOTCS chassis and cab, complete with Telehoist tipping gear and steel body, on 9.00 x 20 12-ply tyres, 2-speed, 4-speed, £1,999 9s. 6d.
TASKER new 8-ton semi-low loader, 18-ft. lower bed, £790.
YORK WIA Scammell 11-ton 25-ft. platform trailer, with 2-ft. headboard, 9.00 x 20 12-ply tyres, spare wheel carrier, £699 5s.
YORK DW 12-ton 25-ft. vacuum brake semi-trailer, 2-ft. headboard, £881 14s.
YORK DW2 12-ton 25-ft. vacuum brake semi-trailer, 2-ft. headboard, £904 5s.
YORK Freightmaster 184, 26 ft. long, 8 ft. 6 in. high, vacuum brakes, S.A.E. coupling, £1,955 6s. 6d.
B engine, 7-ton KOTCS tipper, Telehoist tipping and wood body on 9.00 x 20 12-ply tyres, 2-speed, 4-speed, £1,998 17s. 6d.

LONG WHEELBASE.

B.M.C. 1957 diesel rigid 6-wheeler, platform body, in good condition throughout, £750.
B engine, 1953 8-wheeler long-wheelbase platform, £725.
B engine, 1956 5-ton Balco extended, 20-ft. platform, with Bedford 300 diesel engine, £650.
B engine, 1953 5-ton petrol 800-cu.-ft. boxvan, £325.
DODGE 1955 RS 7-ton long-wheelbase drop-side, good tyres, £325.
B engine, 1954 3-ton A-type boxvan, petrol, £250.
AUSTIN 1952 Loadstar, petrol, 1,200-cu.-ft. pantech-nical, £250.
B engine, 1954 7-ton long-wheelbase drop-side, R6 engine, £150.
B engine, 1957, Comet engine, 7-ton long-wheelbase platform, £575.
COMMER 1955 25-cwt. van, good condition, £150.
SENTINEL, 1955, fitted with Gardner 5LW, vertical in the cab, missing prop shaft, chest to clear, £400.
A.E.C. Mercury, 1955, 20-ft. platform body, in good condition throughout, £725.

TIPPERS.

A.E.C. Mark II, 1956, Pilot twin underbody gear, wood fixed-side body in exceptionally good condition throughout, ready for immediate hard work, £1,600.
B engine, 1955 A-type 5-ton P6 standard wood body tipper, £400.
E.R.F. 1949, 4LW Gardner, standard wood-body tipper, very careful operator, £750.
B.M.C. 1956, long-wheelbase tipper, good condition, suitable for coal or coke, £575.
B engine, 1954, 7-ton R6, U-shaped steel body tipper, good condition, £450.
L EYLAND Comet, ECO2/AR, 1957, normal control, long-wheelbase tipper, Pilot twin-ram gear and wood drop-side body, in good condition throughout, £1,100.
B engine, 1959, Comet engine, 7-ton long-wheelbase double-drop-side end tipper, good condition throughout, £1,100.

TRAILERS AND ARTICULATED.

ALBION Chieftain Scammell, 1956, tractor unit, complete with Scammell 10-ton, 23-ft. platform trailer, in good condition throughout, £750.
B engine, 1958, 10-ton Scammell tractor unit, 300 diesel, complete with two Scammell 20-ft. platform trailers, one is fitted with bulk grain-arrying body, gravity discharge, all in good condition throughout, £1,150.
B engine, 1952, R6 diesel Dyson 10-ton semi-low loader, twin oscillating axles, eight wheels in line, fitted with winch and loading ramps, good condition throughout, £850.
FORD Thames Trader, September, 1959, 6D tractor unit, no coupling, £650.
FORD Thames Trader, September, 1959, 6D tractor unit, S.A.E. coupling, complete with new Tasker 8-ton semi-low loader, 18-ft. lower bed, £1,450.
FORD Thames Trader, September, 1959, 6D tractor unit, S.A.E. coupling, complete with Tasker low-loading semi-trailer car transport van; this is a drive-in van with workshop accommodation and was designed to carry and service tractor cars; has large opening panel at side and doors each side; all in good condition; would make excellent demonstration van, £850. Would sell trailer separately.
B engine, 1954, 5-type tractor unit, R6, no coupling, £390.
E.R.F. 1946, Gardner 5LW tractor unit, in exceptional condition throughout, £475.
YORK DW2 12-ton 26-p. platform trailer with head-board, used a few times only, in absolutely as-new condition, £800.
DYSON 8-ton independent trailer, drop-side, air brakes, choice of two, these trailers are practically unused, £650 each.
DOLLIES. To convert S.A.E. coupling semi-trailers to full trailers; these dollies are by Froehauf and are suitable for practically all S.A.E. type semi-trailers, £200 each.

CRANES.

NEW Coles 10-ton Regis diesel-electric crane, 40-ft. cantilever jib, mounted on a 1953 Foden double-drive 8-wheel chassis and cab, £7,750 complete.

HARRY DANDO.

Vauxhall and Bedford Main Dealers.

West End Garage.

Chipping Sodbury, Bristol.

Chipping Sodbury 2277 (four lines). 900-55

Used Goods Vehicles (contd.)

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G.T.C. COMMERCIALS, L. TD.

TRUCKS.

1960 THAMES Trader diesel, 7-ton long-wheelbase drop-side truck, £750.
1960 COMMER TS3 diesel drop-side truck, air brakes, £875.
1959 THAMES Trader 30-cwt. drop-side truck, 7,000 miles only, £475.
1958 THAMES Trader diesel 3-ton long-wheelbase drop-side truck, £350.
1956 FORD 4D diesel 5-ton long-wheelbase drop-side truck, £200.
1955 DODGE diesel 6-ton long-wheelbase truck, £300.
1954 BEDFORD 7-ton long-wheelbase drop-side truck, £125.
1954 BEDFORD diesel 5-ton long-wheelbase truck, £225.
1953 BEDFORD A model diesel 5-ton long-wheelbase truck, Balco extension, 17-ft. body, £165.
1952 BEDFORD 7-ton long-wheelbase truck, £85.

TIPPERS.

1960 BEDFORD diesel 7-ton medium-wheelbase tipper, 8-yd. steel body, £875.
1959 THAMES Trader 7-ton short-wheelbase tipper on 8.25 x 20 tyres, £425.
1956 DODGE diesel 6-ton short-wheelbase tipper, coachbuilt wooden drop-side body, £375.
1955 BEDFORD 5-ton long-wheelbase drop-side tipper, wooden body, £325.
1955 BEDFORD 7-ton diesel short-wheelbase tipper, alloy body, £275.

LUTONS AND BOXVANS.

1,600 CU.-FT. 1960 THAMES Trader 5-ton Luton van, separate cab, £1,100.
1,100 CU.-FT. 1956 AUSTIN 5-ton boxvan, separate cab, £350.
800 CU.-FT. 1957 FORD 4D diesel 3-ton boxvan, coachbuilt body, £300.
700 CU.-FT. 1955 AUSTIN B.M.C. diesel 3-ton boxvan, separate cab, £250.
600 CU.-FT. 1956 AUSTIN 2-3-ton Luton van, 7 ft. inside height, walk-in well, £295.

ARTICULATED.

1960 THAMES Trader articulated unit and 25ft. Hands trailer, £1,200.

28 BOW ROAD.

LONDON, E.3.

ADV 5242 OR 6495. 900-513

DEES OF CROYDON.

CROYDON 6011.

A SELECTION OF OUR USED VEHICLES, MANY COVERED BY A1 WARRANTY AND ALL IN SOUND ROADWORTHY CONDITION.

BEDFORD, 1959, October, 7-ton tipper, 300 diesel 2-speed, £975.
TRADER, 1958, August, 7-ton 160-in. chassis cab, 9.00 x 20, owner-driven, diesel, £655.
TRADER, 1958, 7-ton 160-in. truck, 6D, £695.
BEDFORD, 1955, 7-ton diesel truck, £320.
BEDFORD, 1956, 7-ton truck, petrol, £250.
BEDFORD, 1953, 7-ton truck, petrol, overhauled, £250.
COMMER, 1954, December, TS3 diesel flat truck, overhauled, £575.
COMMER 1957 25-cwt. forward-control van, diesel, £225.
THAMES, 1955, P6 long-wheelbase 5-ton truck, £210.
THAMES, 1956, 30-cwt. 400-cu.-ft. integral van, £250.
COMMER, 1955, express van, passenger conversion, low mileage, £185.
BEDFORD, 1959, 300-cu.-in. diesel long-wheelbase truck, well tired, excellent condition, low mileage, £950.
THAMES, 1955, 3-ton diesel truck, well tired, excellent condition, £275.

HUBERT DEES, L. TD.

15-19 BRIGHTON ROAD.

SOUTH CROYDON.

Croydon 6011. 900-77

BENTLEY BROS. (SHEFFIELD), L. TD.

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Phone 29281.

Vauxhall and Bedford Main Dealers.

NEW TK and J models for immediate delivery.

1958 BEDFORD 5-ton normal-control 300-cu.-in. diesel chassis and cab, 167-in. wheelbase, excellent condition, choice of two, £465.
1958 ALBION Chieftain, 10-ft. platform body, one careful owner, ready for immediate use, £765.
1959 BEDFORD 7-ton tipper, normal-control diesel, owner driver, £825.
1956 FORD Thames 4D with meat-container body; this unit is in a good, workable condition and in primer finish, £195.
1956 BEDFORD 7-ton long-wheelbase diesel drop-side truck, recent rear-axle overhaul, one C. Licence owner, £495.
1955 BEDFORD 3-ton boxvan, used on local council work only, good value at £275.
1954 BEDFORD 10-ton petrol trailer with 22-ft. straight-frame trailer, £325.
A Good selection of other used commercial vehicles in stock. We may have the vehicle you require, so why not give us a call? 900-270

Used Goods Vehicles (contd.)

S. HUGHES (COMMERCIAL), LTD.,
LODGE GARAGE,
WHITEHALL ROAD, GOMERSAL,
NEAR LEEDS.

OFFERS FOR IMMEDIATE DELIVERY:—

- NEW ALBION, long wheelbase, 9.00 x 20 tyres, 6-speed box.
- NEW ALBION, medium wheelbase, fitted new gear, 9.00 x 20, 6-speed box, body to specification.
- NEW ALBION, short wheelbase, fitted new gear, body to specification.
- NEW ALBION Chieftain tractor with 2-speed axle and Scammell coupling.
- NEW BEDFORD TK 7T, long wheelbase, 9.00 x 20 tyres.
- NEW B.M.C. 7-tonner drop-sided lorry.
- NEW FORD Trader, 160-in. wheelbase, 7½-ton, 9.00 x 20 tyres.
- NEW FORD Trader, long wheelbase, Anthony Holst and Edbro.
- NEW FORD Trader tractors with fifth-wheel coupling.
- NEW E.R.F. 4.4 (G), Eaton 2-speed, 20-ft. flat.
- NEW ALBION Clydesdale, long wheelbase.
- NEW ALBION Caledonian.
- NEW LEYLAND 8-wheeler.
- NEW BEDFORD TK 7-ton 12½-in. wheelbase tippers, steel drop-sided bodies.
- NEW TK tractor fitted with Scammell coupling and Leyland Comet engine.
- NEW A.E.C. Mustang twin steers.
- NEW A.E.C. Mercury Mk. II, 11-ft. 6-in. wheelbase tipper chassis and cab.
- NEW A.E.C. Mercury Mk. II tractors.
- NEW A.E.C. Mercury, long wheelbase.
- NEW A.E.C. Mandator tractors, fitted 11.3 engine.
- NEW E.R.F. tractors, LX engines.
- NEW FODEN tractor unit with LX engines.
- NEW FODEN 8-wheeler, 12-speed box.

USED 8-WHEELERS.

- 1960 GUY Invincible, fitted A.E.C. 7.7, automatic lubrication, single drive, genuine mileage 24,000.
- 1960 GUY Invincible, fitted with Meadows 6-cylinder.
- 1959 (Rebuilt) ALBION H.D. 8-wheeler.
- 1957 GUY 8-wheeler, fitted Meadows engine, choice of two.
- 1956 ATKINSON, double drive, 24-ft. flat, fitted reconditioned 11.3 engine.
- 1955 LEYLAND 600 chassis and cab, double drive, £1,250.
- 1953 A.E.C. Mammoth Major, fitted 27-ft. 6-in. cattle container with sheep racks, 9.6, double drive, £1,200.
- 1950 ATKINSON, 6LW, double drive, 24-ft. flat.
- 1950 MAUDSLAY, 6LW, double drive, 24-ft. flat, £650.

USED 6-WHEELERS.

- 1957 ALBION Reiver, double drive, Albion engine, 21-in. double-sided body.
- 1946 ATKINSON, 5LW 22-ft. 6-in. platform body.

USED 4-WHEELERS

- 1960 FORD Trader, fitted with drop-sided body, 9.00 x 20 tyres, immaculate, choice of two, £950 each.
- 1959 FORD Trader, fitted flat-platform body, 9.00 x 20 tyres, immaculate condition, £950.
- JULY and September 1959, COMMERCIAL TS3, fitted 9.00 x 20 tyres, 18-ft. 6-in. bodies, immaculate condition; choice of two.
- 1957 ALBION Clydesdale, Comet engine and Hydovac brakes, 20-ft. flat.
- 1955 DODGE, fitted drop-sided body, 18 ft., R6 engine, immaculate condition, £600.
- 1954 A.E.C. Monarchs, fitted 20-ft. flats, 7.7 engines, 10.00 x 20 tyres, trailer gear, privately owned by C-licence operator, choice of three.
- 1954 E.R.F. 5LW, 20-ft. flat, 9.00 x 20 tyres, £675.
- 1952 A.E.C. Monarch, fitted 20-ft. alloy body, 10.00 x 20 tyres, immaculate, C-licence operator.
- 1952 TILLING-STEVENS, fitted 1,500-cu-ft. furniture van.
- 1950 GUY Otter, 4LK engine, drop-side body, £350.
- 1949 MAUDSLAY, 7.7, fitted new cab, 20-ft. body, £400.
- A Number of 1952 ALBION Chieftain 16-ft. flats.

USED TWIN STEERS.

- 1954 E.R.F. 5LW, 22-ft. flat, £950.
- 1948 MAUDSLAY 21-ft. flat, £375.
- 1954 SEDDON flats, choice of four, from £300 each.

USED TRACTORS.

- AUGUST, 1952, LEYLAND Comet 90 tractors, 2-speed axles, ex petrol company, choice of two.
- 1958 BEDFORD-SCAMMELL, fitted 2-speed axle, as new.
- 1957 DODGE, Perkins P6, Scammell coupling, immaculate condition, £350.
- 1956 FODEN, 6LW, fitted 12-speed box and power winch.
- 57 SEDDON R6 tractors, fitted fifth-wheel coupling, 2-speed axles, C-licence operators.
- 1956 LEYLAND Comet 90, 2-speed axle, Scammell coupling, £425.
- 1953 SCAMMELL, 6LW, fitted fifth-wheel coupling.
- 1943

USED TIPPERS.

- NOVEMBER, 1958, COMMER TS3 4-wheeler, fitted with Milshaw double-ram gear, alloy bodies, 16 ft. long, choice of two, these machines are in immaculate condition throughout.

(Continued in next column)

Used Goods Vehicles (contd.)

- 1960 B.M.C. fitted power steering, 2-speed axle and alloy bodies, long wheelbase, choice of three.
- 1957 ALBION Clydesdale, fitted wood coal body.
- 1957 SEDDON, fitted wood coal body.
- 1957 BEDFORD R6 long-wheelbase double-ram tipper.
- 1954 A.E.C. (rebuilt), 7.7 engine and double drive fitted, alloy tipping body.
- 1950 A.E.C. Monarchs, fitted new gears and new bodies, ex petrol company, choice of three.
- 1949 LEYLAND Comet, fitted with new gear, choice of two.

USED CATTLE TRUCKS.

- 1954 BEDFORD petrol 7-tonner, fitted with new cattle container, £725.
- 1953 SEDDON, R6, fitted with new cattle container, 16 ft. 6 in. long.

USED TRAILERS.

- 2,000-GAL. tank, ex petrol company, Scammell trailer, five compartments, as new.
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1955 DODGE 7-ton, R6, 14-ft. by 4-ft. timber fixed sides.
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1959 FORD Trader 6D 7-ton flat, choice of 20 from £725.
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- 1956** BEDFORD A-type Scammell units, choice of three, £200.
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- 1960** Model BEDFORD 25-cwt. pick-up, 9,000 miles only, £575.
- 1959** FORD 5-cwt. van, 11,000 miles, maroon and beige, £300.
- 1959** BEDFORD Utilabake, 14,000 miles, black-blue duo tone, £470.
- 1956** AUSTIN 5-ton drop-side truck, £275.
- 1958** AUSTIN 4-ton van, £235.

900-340

SHUKERS OF SHEFFIELD, L. TD.

55-60 BROAD STREET,

SHEFFIELD.

Phone 20311.

OFFER:—

- COMMER** 30-cwt. van 1957 (petrol), one private owner, nominal mileage, used on light deliveries, painted attractively 2-tone grey, this van cost over £900 new and the nominal mileage makes it a very good buy at £65 deposit, balance, 36 monthly payments of £8 2s. 3d., your own vehicle taken in part-exchange, buy with confidence from the Commercial Specialists.
- 1948** AUSTIN 2-3-ton Luton van, mechanically sound, good tyres, £95.
- ALBION** Reiver body, 23-ft. drop-sided, in sound condition, £75 o.n.o.
- CASH** buyers of recent-model BEDFORDS. 900-251

ATKINSON VEHICLES (SCOTLAND), L. TD.

CARLISLE ROAD,

AIRDRIE 2881-2-3.

- 1959** COMMER TS3 platform, air brakes, 9.00 x 20 tyres, price £850.
- 1956** ATKINSON tipper, 5LW, under-ram gear, drop-side body.
- 1955** ATKINSON 8-wheeler, double drive, 6LW, 24-ft. platform.
- 1954** ATKINSON 6-wheel double-drive tippers (choice of two).
- 1953** LEYLAND Beaver, 20-ft. platform, 600 engine, air brakes.

DISTRIBUTORS FOR

NORTHERN TRAILER CO., L. TD.**NEW** tandem 27-ft. trailer, 10.00 x 20 tyres.**NEW** 14-ton 25-ft. trailer, 10.00 x 20 tyres.

900-284

(Supplement)

Used Goods Vehicles (contd.)

CHANDLERS MOTORS, L. TD.

ESTABLISHED 42 YEARS.

LUTON vans and pantechnicons.

- 1,500** CU-FT. 1954 GUY diesel pantechnicon, good condition, £140.
- 1,220** CU-FT. 1950 SEDDON P6 diesel pantechnicon, in really first-class order, C licence operator, £275.
- 1,200** CU-FT. 1954 AUSTIN petrol pantechnicon, B licence operator, good condition, £300.
- 1,100** CU-FT. 1953 AUSTIN pantechnicon, low loading, £275.
- 583** CU-FT. 1956 MORRIS diesel Luton side loading, £345.

TRUCKS and units.

- 1957** BEDFORD 4-ton petrol truck, £280.
- 1956** BEDFORD 5-ton petrol tipper, £320.
- 1955** B.M.C. 7-ton platform, with power steering and Eaton 2-speed axle, £340.
- 1955** DODGE 6-ton petrol tipper, 6-cu.-yd. drop-side steel body in good condition, £240.
- 1955** AUSTIN 2-ton diesel truck, very good condition, £325.
- 1955** BEDFORD 10-ton unit with 23-ft. Dyson trailer, £375.
- 1954** ALBION 6-ton diesel truck, alloy body, £290.
- 1953** AUSTIN Loadstar P6 diesel truck, £175.
- 1953** BEDFORD A-type 3-ton long-wheelbase tipper, £150.
- 1955** BEDFORD 8-ton Scammell unit, £180.
- 1951** SEDDON 3-ton P4 diesel platform, ideal for a coalman, £150.

CHANDLERS MOTORS, LTD., 71 Greenwich South St. London, S.E.10. Gie 2033-4. 900-422**COUNTY OAK SERVICE STATION, L. TD.**

VAUXHALL-BEDFORD MAIN DEALERS.

LONDON ROAD, CRAWLEY, SUSSEX.

Phone, Crawley 25475-6-7.

- 1959** BEDFORD Workabus, many extras, one owner, £450.
- 1959** September, BEDFORD 15-cwt. van, £320.
- 1958** 14-ton COMMER diesel vans, one owner, choice of several, £275 each.
- 1958** October, FORD 7-cwt. van, one owner, £285.
- 1958** August, FORD 7-cwt. van, one owner, £280.
- 1957** BEDFORD Workabus, resprayed, nice condition, £330.
- 1957** 7-ton DODGE diesel tipper, very good condition, £685. 900-505

BIRMINGHAM COMMERCIAL OFFER:—**NEW** MORRIS 30-cwt. and 5-ton Luton.**NEW** MORRIS vans, 675 c.c. and 1,650 c.c.
NEW DODGE long-wheelbase and short-wheelbase chassis and cabs, stock.
NEW E.R.F. 8-ton long-wheelbase truck, 6LW.
1954 ALBION Chieftain.
1952 FODEN 6-wheel tipper, new engine just fitted
1954 Comet tractor.
1956 ATKINSON 8-wheel tippers.**BIRMINGHAM COMMERCIAL MOTOR AND****BODYWORKS, L. TD.**

560 COVENTRY ROAD,

BIRMINGHAM, 10.

Phone, Victoria 0437. 900-466

CLOCK SERVICE STATION,

CASTLE BROMWICH,

Cas 2615.

FOR BIRMINGHAM'S

BEST USED TRUCKS.

- 1958** COMMER 5-ton medium diesel, coachbuilt, alloy platform body, cab height headboard, small mileage, repainted, £600.
- 1956** COMMER TS3 7-ton drop-sider, for quick sale, £445.
- 1952** Thames 5-ton Luton van, 4D engine, ready for work, £235.
- COMMER** Q4 4-5-ton long-wheelbase drop-side truck, ready for work, quick sale, £75.

WE ALWAYS HAVE NUMEROUS TRUCKS, VANS, ETC., IN STOCK.

PLEASE CONTACT

CAS 2615
FOR ALL YOUR COMMERCIAL VEHICLE REQUIREMENTS.
A R ROOTES COMPANY.

900-4

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Used Goods Vehicles (contd.)

CARMICHAEL'S FOR YOUR COMMERCIALS.
PHONE, KEMPSEY 439 AND 417.
NEW VEHICLES FOR IMMEDIATE AND EARLY DELIVERY.
LEYLANDS, ALBIONS, AUSTINS AND COMMERS.

GOOD CLASS SECOND-HAND VEHICLES IN

STOCK ON SPECIAL REDUCED PRICES.

B.M.C.

- 1960** 7-ton AUSTIN, steel body, diesel, tipper.
1958 7-ton AUSTIN diesel, artic unit.
1957 5-ton AUSTIN, normal control, drop side, petrol.
1956 7-ton AUSTIN diesel with 20-ft. platform body.
1954 5-ton MORRIS forward-control petrol drop-side truck.

BEDFORD.

- 1956** 7-ton drop-side diesel, forward control.
1950 5-ton petrol 3-way tipper.

COMMER.

- 1957** TS3 5-ton forward-control diesel, alloy body
1950 7-ton, forward control, alloy body, petrol.

DODGE.

- 1956** 7-ton, long wheelbase, diesel, alloy body.
SEDDON.

- 1954** 7-ton forward-control platform diesel.
1954 3-ton forward-control drop-side diesel.

MAUDSLAY A.E.C.

- 1949** Forward-control 8-ton drop-side diesel.
1948 8-ton forward-control drop-side diesel.

FORD.

- 1953** 5-ton diesel Thames drop-side truck.

E.R.F.

- 1946** 8-ton forward-control diesel drop-side.
TERMS ARRANGED ON ALL ABOVE VEHICLES.

CARMICHAEL AND SONS, LTD.,
CLERKENLEAP, NR. WORCESTER.

L. A. RICH.

OFFERS EX MINISTRY VEHICLES.

- FORDSON** E16 petrol 6-wheeler chassis and cab, 9.00 x 20 tyres, £200.
BEDFORD QL 4 x 4, Grade 1, £175.
BEDFORD QV 4 x 4, Grade 2, £125.
BEDFORD QL 4 x 4, Grade 3, choice of 20 vehicles, £95.
BEDFORD OY 800-gal. petrol tanker, £150.
BEDFORD OY 500-gal. water tanker, £145.
AUSTIN K5 6-wheeler chassis and cab, choice of 10, £165.
AUSTIN K3 Civil Defence rescue vans, £90, or would split, chassis £65, body £25.

L. A. RICH.

514 COLDHAMS LANE, CHERRY HINTON.
Phone, CAMBRIDGE 87597. 900-477

CAMKIN MOTORS, LTD.

(A STEELS GROUP GARAGE).
SHERBORNE,
DORSET.
Phone, Sherborne 681-2.

- ONE** 1958 Thames Trader, long wheelbase, diesel, £625.
ONE 1958 DODGE 5-6-ton long-wheelbase diesel truck, on 8.25 x 20 tyres, one owner, £525.
TWO 1957 DODGE 5-6-ton long-wheelbase diesel trucks, on 8.25 x 20 tyres, one owner, £495 each.
ONE 1956 DODGE 5-6-ton long-wheelbase diesel truck, on 8.25 x 20 tyres, £400.
ONE 1956 BEDFORD 5-6-ton long-wheelbase diesel truck, on 8.25 x 20 tyres, one owner, £400.
ONE 1956 FORD 4D 4-5-ton long-wheelbase diesel truck, on 7.00 x 20 tyres, one owner, £275.
ONE 1954 DODGE 5-6-ton long-wheelbase diesel truck, on 8.25 x 20 tyres, £265.
ONE 1951 DODGE 2-3-ton Luton van, petrol, on 7.00 x 20 tyres, one owner, £275.
ALL well tired and in good condition.

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Used Goods Vehicles (contd.)

MESSRS.

GARLICK, BURRELL AND EDWARDS, LTD.,
188 REGENT ROAD,
LIVERPOOL, 20.

BEDFORD. **BEDFORD.**
THIS WEEK IS USED BEDFORD WEEK, AND WE OFFER BELOW A MOST COMPREHENSIVE SELECTION OF USED BEDFORD VEHICLES.

ALL IN CONDITION FOR IMMEDIATE DELIVERY, AND AVAILABLE FOR ANY DEMONSTRATION.

- 1958** BEDFORD Boys 6-wheel platform truck, one owner from new, 22-ft. 6-in. platform, 300-cu.-in. diesel engine, 9.00 x 20 tyres all round, in excellent condition. This vehicle has had a replacement engine fitted by ourselves and would be available for delivery at the end of February.

- 1958** BEDFORD 5-ton 300-cu.-in. diesel normal-control chassis-cab or platform truck, in immaculate condition, ready for immediate use, one only left.

- 1957** BEDFORD 7-ton long-wheelbase platform truck, with Leyland Comet 350 diesel engine, in very good condition.

- 1958** BEDFORD 7-ton long-wheelbase platform truck, 300-cu.-in. diesel engine, 9.00 x 20, 12-ply tyres, 2-speed axle.

- 1955** BEDFORD 7-ton platform trucks, R6 engine, choice of three, all very reasonably priced, and immediate use, two in excellent condition.

- 1957** BEDFORD 7-ton 300-cu.-in. diesel long-wheelbase platform truck, one owner, cheap and fitted new platform body.

- 1953** BEDFORD O-type 5-ton long-wheelbase insulated boxvan. This vehicle is in 1956 condition and ready for immediate use, having been used in the past for the transportation of meat.

TRACTORS AND TRAILERS.

- 1958** BEDFORD 8-ton normal-control Scammell 300-cu.-in. diesel tractor unit, £495.
1956 BEDFORD 8-ton normal-control Perkins P6 Scammell tractor unit, £225.

- 1957** Two BEDFORD 8-type forward-control 4-wheel drive petrol-engined 7-ton long-wheelbase tippers, with twin ram tipping gears, U-shaped all-metal bodies, £375 each.

PART-EXCHANGES ACCEPTED, DEMONSTRATIONS AT YOUR PREMISES, DISTANCE NO OBJECT, AT ANY TIME TO SUIT YOUR OWN CONVENIENCE.

GARLICK, BURRELL AND EDWARDS, LTD.,
188 REGENT ROAD,
LIVERPOOL, 20.
Phone, Bootle 4343. 900-17

WILDE AND BENNETT, LTD.

- FOUR** 1956-58 ATKINSON 8-wheel tippers, Gardner 6, long-wheelbase, double-dropside alloy bodies, etc., in good condition, from £1,975.
1959 Thames Trader 7-ton long-wheelbase drop-side lorry, 7,000 miles only, as brand new, £775.
1959 Thames Trader 7-ton short-wheelbase tipper with top boards, immaculate condition, been carefully used, only £675.
1957 AUSTIN Loadstar 5-6-ton long-wheelbase lorry, only £175.
1952 THORNYCROFT Trident diesel 8-10-ton long-wheelbase lorries, excellent condition mechanically, choice of two, each £125.
ALBION KL127, fitted with large modern insulated meat van, best offer.

TERMS AND EXCHANGES.

WILDE AND BENNETT, LTD.

HADFIELD, MANCHESTER.
Phone, Glossop 2902-3.
AFTER HOURS 2356. 900-293

THOMAS S. WHITNEY AND CO., LTD.

MAIN FORD DEALERS,
279-283 SCOTLAND ROAD, LIVERPOOL 5.
Phone, North 3191.

- 1959** May, 7-ton Thames Trader, diesel drop-side truck, one owner, £700.
1958 October, 7-ton 5-type BEDFORD 300 diesel platform truck, 2-speed axle, £650.
1957 7-ton AUSTIN B.M.C. diesel drop-side truck, power steering, 2-speed axle, £650.
1956 7-ton LEYLAND Comet long-wheelbase twin-ram tipper, alloy body, £775.
1956 7-ton AUSTIN B.M.C. diesel drop-side truck, 2-speed axle, £500.
1955 3-ton FORD Thames diesel 4D tipper, £175.
1954 7-ton 5-type BEDFORD diesel platform truck, £300.
1953 7-ton LEYLAND Comet, twin-ram tipper, £500.

NEW Thames Traders for immediate delivery, 7 tons, 5 tons and articulated chassis-cabs and 108-in. x 138-in. tippers. 900-285

WOODYATT MOTORS, LTD.

BEDFORD MAIN DEALERS,
THE BEDFORD CENTRE,
SOUTHEND-ON-SEA.
Phone 43344.

- 1957** BEDFORD 8-ton tractor unit, diesel, Scammell coupling, £475.
1956 DODGE Luton van, 5-ton, diesel, £550.
1954 DODGE 5-ton diesel platform lorry, £325. 900-447

Used Goods Vehicles (contd.)

BRISTOL STREET MOTORS, LTD.,

BIRMINGHAM.

OFFER THE FOLLOWING

USED COMMERCIAL VEHICLES.
FORDS.

- 1958** 7½-ton Thames Trader diesel long-wheelbase truck, 9.00 x 20 tyres, alloy drop-side body, one owner, £725.
1959 5-ton Thames Trader diesel long-wheelbase truck, needs painting, £600.
1958 5-ton Thames Trader diesel short-wheelbase tipper, steel body, £375.
1956 4-ton Thames 4-cylinder diesel long-wheelbase truck, immaculate, £325.
1955 4-ton Thames 4-cylinder diesel long-wheelbase truck, very good vehicle, £275.
1955 1½-ton Thames 4-cylinder diesel short-wheelbase truck, C-licence owner, £185.

OTHER MAKES.

- 1954** LEYLAND Comet 90 long-wheelbase truck, on excellent 9.00 x 20 tyres, 2-speed axle, this vehicle is in superb condition, one C-licence owner, £650.
1955 SEDDON diesel long-wheelbase truck, on 8.25 x 20 tyres, recent £260 overhaul, £425.
1955 7-ton B.M.C. long-wheelbase truck, Eaton 2-speed, power steering, £455.
1956 6-ton DODGE P6 long-wheelbase truck, excellent throughout, £265.

BARGAIN FOR QUICK SALE.

- 1954** 2-ton AUSTIN Loadstar, 3.4 B.M.C. diesel engine, platform truck, £95.
ANY VEHICLE IN PART-EXCHANGE.
EASY H.P. BY OUR OWN DEPARTMENT.

BRISTOL STREET MOTORS, LTD.,

156-182 BRISTOL STREET,
BIRMINGHAM, 5.

Phone, Mid 2777 (20 lines).

OPEN DAILY UNTIL 8 P.M.

SUNDAYS 10 a.m.-6 p.m. 900-1

SOUTHERN COUNTIES GARAGES, LTD.

CRAWLEY, SUSSEX.

- AGENTS** for Austin, Ford and Standard commercials, a large selection of new and used vans always in stock.
NEW AUSTIN 200 forward-control 2-ton chassis-cab, 10-ft. 9-in. wheelbase.
NEW AUSTIN 702 forward-control 7-ton chassis-cab, 120-in. wheelbase.
1960 May, AUSTIN 702 diesel with 7-cu.-yd. tipping body, also fitted with 9.00 x 20 tyres, cut heater and flashers, 25,000 miles, £1,175.
1955 Thames 3-ton long-wheelbase truck, 4D engine, with tilt, one owner, £175.
1942 MAUDSLAY 8-wheeled platform diesel truck, recently overhauled, £345.

CRAWLEY 25666 (FIVE LINES). 900-444

MOYLE GARAGES, PAIGNTON.

PHONE 83456.

A.E.C.-COMMER DISTRIBUTORS.

- NEW** A.E.C. Mercury 17-ft, 3-in. chassis-cab.
NEW COMMER 15-cwt. high-top van, diesel.
NEW COMMER 30-cwt. van, diesel.
A.E.C. Monarch drop-sider, £750.
AUSTIN 1957 4-ton diesel forward-control drop-sider truck loader, excellent, £350.
BEDFORD, 1957, Boys alloy-framed drop-side body, Commer engine, £890 o.n.o.
MORRIS 1957 15-cwt. forward-control van, clean, £195.
AUSTIN 1954 normal-control 5-ton P6 drop-sider, £295. 900-416

SELLERS AND BATTY (SALES), LTD.

FENGATE, PETERBOROUGH.

Phone, Peterborough 67048.

MAIN DISTRIBUTORS E.R.F., COMMER AND B.T.C. TRAILERS.

- 1950** E.R.F. 44, long-wheelbase tipper, fitted Edbro gear and high-sided coal body, very clean and sound, ready for work.
1955 SENTINEL DV66M 6-wheeler, fitted Sentinel 6-cylinder DI engine, air brakes, 23-ft. 6-in. alloy platform body, sound machine, one owner.
1949 ALBION Chieftain, fitted Duramin cab, drop-side body, well tired, mechanically good.
1957 BEDFORD 7-ton model, 300 diesel, fitted platform body, very clean.
1958 BEDFORD 7-ton long-wheelbase tipper, 300 diesel, one owner.
1959 Trader 5-ton 4D drop-side truck, tyres as new.

EX STOCK.

- B.T.C.** W1192, 15-ton four-in-line, 26-ft. platform semi-trailer, two-in-line air brakes.
1959 B.T.C. 11-ton 25-ft. timber platform, S.A.E. coupling, vacuum brakes, new tyres, brakes overhauled as new, £400. 900-94

Used Goods Vehicles (contd.)

ARLINGTON MOTOR CO. LTD.
OUR REPUTATION IS YOUR GUARANTEE.
SELECTION OF OUR RANGE OF USED VEHICLES
SALES DEPARTMENTS OPEN UNTIL 5 P.M.
SATURDAYS.

VANS.

SELECTION of used BEDFORD 10-12-cwt. and 15-cwt.
vans and personnel carriers, many types.

TRUCKS.

1959 BEDFORD 7-ton long-wheelbase 16-ft. double-
drop-side body with 350-cu.-in. Comet engine.
1957 BEDFORD 6-ton forward control diesel with
16-ft. double-drop-side body.
1953 LEYLAND Comet, 9.00 x 20 tyres, 17-ft. alloy
platform, very clean.
1955 FORD Thames 4D 5-ton platform.
1955 BEDFORD 7-ton forward-control diesel with
16-ft. double-drop-side body.

TIPPERS.

1957 BEDFORD 7-ton forward-control tipper, petrol.
1958 BEDFORD 6-ton normal-control diesel tipper.

LUTONS.

1954 LEYLAND Beaver, fitted with aluminium box-
van, very clean condition.
1953 BEDFORD 5-ton normal-control diesel with
840-cu.-ft. box body.

ARTICS.

1959 BEDFORD 10-ton tractor unit with 23-ft. 10-
ton Scammell trailer.
1954 ALBION Chieftain 10-ton tractor with 23-ft.
10-ton wooden trailer.
1952 BEDFORD 10-ton tractor unit, petrol.

HEAVY VEHICLES.

1955 56 LEYLAND Octopus 8-wheeler platform.
1957 ATKINSON 8-wheeler, 11.3 A.E.C. engine and
gearbox, 24-ft. drop-side.
1955 A.E.C. 8-wheeler.

COMPREHENSIVE RANGE OF NEW BEDFORDS
ALWAYS IN STOCK.

HIGH ROAD, PONDERS END, ENFIELD, MIDDXX.
Howard 1266.

NEWPORT ROAD, CARDIFF, Cardiff 28734.
CORNARD ROAD, SUDBURY, SUFFOLK.
Sudbury 2301.

ARLINGTON MOTOR CO. LTD. 900-164

C. L. AND H. L. BLUNDELL, LTD.
AUSTIN, DODGE MAIN DEALERS.

NEW VEHICLES.

AUSTIN 7-ton short-wheelbase tipper, steel body, 9.00
x 20 tyres, Eaton 2-speed axle, list price.
DODGE 8-ton short-wheelbase tippers, 6-cu.-yd. wooden
body, helpers, 9.00 x 20 tyres, flashers, list price.

USED VEHICLES.

1960 March, AUSTIN 7-ton platform, new engine
fitted 6,000 miles ago, 9.00 x 20 tyres, heater
and flashers, £490.
1960 Thames 2-ton standard 4D diesel van, 11,000
miles since new, £610.
1958 AUSTIN 7-ton 702 drop-side truck, 9.00 x 20
tyres, completely overhauled throughout, £710.
1958 COMMER 7-ton TS3 diesel platform, air
brakes, 5-speed gearbox, heater and helper
springs, 9.00 x 20 tyres, £725.
1957 COMMER 7-ton TS3 diesel drop-side, perfect
condition, £675.
1955 GUY 6-ton Otter, Perkins diesel, 2-speed axle,
clean, £250.
1954 BEDFORD 7-ton petrol drop-side, fair con-
dition throughout, £225.
1953 AUSTIN 5-ton Loadstar, fair condition, £150.
1952 DODGE 6-yd. petrol tipper, good condition,
£210.

CANTERBURY 5476.

FOLKESTONE 51988.

ASHFORD (KENT) 99.

AFTER 6.30 P.M., LITTLEBOURNE (KENT) 318.
900-426

CHASESIDE MOTOR CO. LTD.

GREAT CAMBRIDGE ROAD,
ENFIELD, MIDDLESEX.
FORD MAIN DEALERS.

Phone, Enfield 3456

1954 7-ton long-wheelbase DODGE diesel platform
truck, 4-speed gearbox, engine completely over-
hauled, in excellent condition, £375.
1954 DODGE 6-cu.-yd. tipper, in good condition,
one owner, C licence, £350.
1960 2-ton diesel FORD Thames van, 4-cylinder
diesel, in excellent condition, one owner,
20,000 miles, £725.
1958 2-ton diesel FORD Thames van, in good con-
dition, £425.
1953 Thames Cost Cutter 3-ton long-wheelbase truck,
£150.
1949 FORD Thames E7E V8 petrol truck, in excel-
lent condition, bargain, £75. 900-330

Used Goods Vehicles (contd.)

HENDY FOR FORD.
BRITAIN'S FIRST MAIN DEALER.
EARLY DELIVERY OF ALL THAMES MODELS.
NEW 5- AND 6-YD.

TRADER TIPPERS.

USED TRUCKS.

1960 MORRIS 12-seater, £490.
1958 FORD Trader 6D 160-in.-wheelbase chassis and
cab, £591.
1958 FORD 6D Trader 7-ton, 16-ft. 6-in. platform
body, choice of three, £625.
1954 FORD 4D 2-ton van, £180.
1957 FORD 4D 3-ton truck, 11-ft. 6-in. body, £290.
1958 BEDFORD 4-yd. tipper with 4D engine, £525.
1948 BEDFORD 5-ton truck, £125.
1955 DENNIS Pax 5-ton forward-control platform
truck, £290.
1953 GUY 5-ton insulated van, P6 diesel, £360.
1955 MORRIS 5-ton truck, £195.
1951 MORRIS diesel 5-yd. fixed-side steel body tipper
with telescopic gear, suitable for pit work, £125.
1947 COMMER diesel tipper, £95.
1956 MORRIS diesel 2-ton van, £360.

PERCY HENDY, LTD.

VINCENT'S WALK, SOUTHAMPTON 28331.
THAMES HOUSE, CHANDLER'S FORD 2271.
900-411

MAYFAIR GARAGE TAMWORTH, LTD.

COLESHILL ROAD,
FAZELEY, TAMWORTH.
Phone 1396 or 7.

OFFER FOR SALE THE FOLLOWING USED
COMMERCIAL VEHICLES, ALL OF WHICH HAVE
BEEN THROUGH OUR WORKSHOP, THOROUGHLY
CHECKED AND SERVICED, AND ARE READY FOR
IMMEDIATE USE.

COMMER 1957 12-ton tractor unit, fitted with TS3
diesel engine, fifth-wheel coupling and Hands trailer,
25 ft. long.
FORD Trader 1959 7-ton short-wheelbase, fitted 6D
engine, standard steel body.
LEYLAND Comet, 1954, forward control, fitted with
19-ft. platform body, engine recently fitted with new
crankshaft.
SENTINEL medium 6, 6-wheel flat, 1955, with Sentinel
6-cylinder D1 engine, vehicle in good condition.
900-454

K AND F (COMMERCIALS), LTD.

MAIN DISTRIBUTORS FOR GUY HEAVY
COMMERCIAL VEHICLES AND YORK TRAILER
AND THIRD AXLES.

NEW VEHICLES AVAILABLE FOR IMMEDIATE DELIVERY.

DODGE Model 3207 BSZ, 6-wheel tippers, dual-purpose
coal or granite body.
YORK HW2 14-ton platform trailer, 26-ft. long.
1960 LEYLAND Comet semi-forward-control tipper
with 14-ft. 6-in., 7-ft. 6-in. by 4-ft. high wood
and alloy coal body.
1958 LEYLAND Comet forward-control tipper with
15-ft. by 7-ft. 6-in. by 4-ft. 6-in. all-alloy coal
body.
1959 FORD Trader 6D engine, tipper with steel
body and wood coal extension boards.
1959 DODGE 245 Leyland engine, Eaton 2-speed,
14-ft. 6-in. long steel body drop-side tipper.
1959 GUY Warrior, 41W Gardner engine, Eaton
2-speed steel body and alloy body tippers,
choice of two.
1958 October, DODGE 3145AY Comet engine,
Eaton 2-speed, 15-ft. long by 4-ft. high
wooden coal body.
1956 DODGE 145AR6 14-ft. 6-in.-long tipper; choice
of two.

DEALERS FOR DODGE AND MORRIS
COMMERCIAL.

K AND F (COMMERCIALS), LTD.

COLESHILL HOUSE,
ATHERSTONE.

Phone, Atherstone 2481-2-3. 900-418

FORD AND SLATER (LINCS), LTD.

MACAULAY STREET, GRIMSBY.

LEYLAND ALBION SCAMMELL
1957 October, BEDFORD diesel long-wheelbase
tipper, 14-ft. 9-in., good tyre equipment.
1957 September, COMMER TS3 chassis and cab.
1959 BEDFORD long-wheelbase tipper, 14-ft. body.
1958 DODGE long-wheelbase chassis and cab, Ley-
land engine, power steering.

FORD AND SLATER (LINCS), LTD.

MACAULAY STREET, GRIMSBY.
Phone 57181. 900-418

March 17, 1961—THE COMMERCIAL MOTOR 71
(Supplement)

Used Goods Vehicles (contd.)

**PHILLIPS MOTOR SERVICES (SHEFFIELD),
LTD.**

A.E.C. DODGE TROJAN SERVICE.
OFFICIAL FITTING STATION FOR TECALEMIT
SYNDROMIC AUTOMATIC GREASING
EQUIPMENT

NEW VEHICLES IN STOCK FOR IMMEDIATE DELIVERY.

DODGE 12-ton tractor unit and York semi trailer.
TWO DODGE 8-ton long-wheelbase chassis and cab.
DODGE 7-ton long-wheelbase chassis and cab.
FORD Trader 75 model 7½-ton long wheelbase.
FORD Trader 75 model, 7½-ton long-wheelbase tipper

SECOND-HAND VEHICLES.

7-ton DODGE twin steer (tipper).
1958 A.E.C. Mercury Mk. 2, new alloy body, 21
ft. 6 in.
1956 A.E.C. Mercury Mk. 1, wooden body, 21 ft.
(available in three weeks).
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1957 COMMERCIAL T33 long-wheelbase drop-side body;
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rear, plain grey, one owner, excellent condition.
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wooden body, £1,100.
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5-speed box, drop-side boards, £450.
1955 SEDDON long-wheelbase 2-speed axle, 5-speed
box, 161-in. high-sided wooden body, £450.
1954 COMET 90 long-wheelbase tipper, high-sided
wooden body, £450.
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5-speed box, high-sided body, £425.
1952 Comet 90 long-wheelbase twin-ram tipper,
5-speed box, new alloy high-sided body, £650.
1951 June, ATKINSON 8-wheeler twin-ram tipper,
double-drop new alloy high-sided coal body,
£650.
1949 FODEN 8-wheeler, double-drop high-sided
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tyres, 6LW 5-speed box, £850.
1948 DENNIS Max 7-ton long-wheelbase twin-ram
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£325.
1948, First registered 1957, ex-W.D. AUSTIN
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1955 BEDFORD 10-12-cwt. van, new tyres,
reconditioned blue, £315.
1956 MORRIS-COMMERCIAL 3-ton truck, diesel,
£280.
1955 Thames 10-cwt. milk float, reconditioned, primer,
£185.
1953 DODGE 5-ton platform truck, P6 engine, £230.
1951 BEDFORD 3-ton Luton van, petrol, £95.
1951 BEDFORD 5-ton chassis-cab, petrol, £90.
1949 FORD 4-ton long-wheelbase Luton van, £95.
NEW vehicles from stock.

- TRADER 108-in. wheelbase 6D artic. unit.
TRADER 6D artic. unit with Hands automatic couplings.
THAMES 5-cwt., 7-cwt., 10-12-cwt. and 15-cwt. vans.
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OFFER, SUBJECT TO BEING UNSOLD, THE
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THREE MONTHS' GENUINE WARRANTY

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2-speed axles, petrol engine, perfect in every
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body, drop sides, good machine (owner driven),
£525.
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diesel 9.00 tyres all round, 2-speed axle,
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NEW COMMER TS3, chassis and cab, 13-ft. 6-in. wheelbase, 9.00 x 20 tyres, 5-speed gearbox, helper springs, heater, etc., for immediate delivery.

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1958 BEDFORD 7-ton short wheelbase, Comet engine, 8.25 x 20 tyres, twin-ram and gear, steel body with fixed sides.

1958 BEDFORD-SCAMMELL tractor unit, Comet engine, 8.25 x 20 tyres.

1958 BEDFORD 7-ton long wheelbase, Comet engine, 9.00 x 20 tyres, drop-side body.

1957 AUSTIN B.M.C. 7-ton, 9.00 x 20 tyres, 2-speed axle, power steering, Balco extension, 20-ft. panelled drop-side body.

1957 FORD Trader, short wheelbase, 7-ton, under-floor tipping gear, steel body with detachable sides.

1956 AUSTIN B.M.C. 7-ton, 8.25 x 20 tyres, 18-ft. platform body.

1955 BEDFORD chassis and cab, Balco extension, petrol engine.

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1954 ALBION Victor, 8.25 x 20 tyres, 20-ft. alloy platform body.

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COMPLETE RANGE OF LIGHT OR HEAVY COMMERCIAL THAMES TRADERS FROM STOCK.

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THAMES 1955 4-ton 4D drop-side truck, £235.

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AUSTIN 5-ton drop-side, diesel, 1955.

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COMMERC 30-cwt. diesel 1957 van.

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1954 BEDFORD passenger chassis with pantechon body, 1,400 cu. ft.

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AUSTIN, Ford, Rootes Group.

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Used Goods Vehicles (contd.)

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NEW FORD Trader 7½-ton drop-side Edbro tipper, heavy-duty equipment, immediate delivery.

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1960 FORD Trader 7-ton drop-side truck, 18 ft., heater, 9.00 x 20 tyres, £925.

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1958 ATKINSON 8-wheeler, 24-ft. treble-drop-side body, 6LW engine, David Brown gearbox, trailing axle, very sound machine.

FORDS, ex stock.

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NEW FORD Trader 75, Edbro drop-side steel-bodied tipper.

NEW FORD Trader tractor unit, fitted Scammell coupling, Eaton 2-speed axle, York 26-ft. 11-ton trailer to go with the above prime mover on 9.00 x 20 tyres.

NEW DODGE tractor, 375 engine, David Brown gearbox, Eaton 2-speed axle, air brakes, 9.00 x 20 tyres.

NEW COMMERC TS3, fitted York third-axle tipper installation, 9.00 x 20 tyres and 5-speed box.

NEW AUSTIN 30-cwt. van, Eagle engine, heater, flashers, in primer.

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1956 DODGE tipper, P6 engine, 8.25 x 20 tyres, one owner-driver since new, £425.

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1956 BEDFORD 7-ton short-wheelbase U-type tipper, Re engine, done under 15,000 miles, price £385.

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BEDFORD tipper, 1957, excellent condition, £550.

FORD Trader tipper, 1958, excellent condition, £550.

DODGE 1956 103P tipper, good condition, very clean.

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1959 AUSTIN 7-ton 120-in. chassis-cab, 2-speed axle, 9.00 x 20 tyres, 29,000 miles, guaranteed, £895.

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1957 AUSTIN 3-ton diesel drop-side, overhauled, price-reed, £415.

AUSTIN 3-ton diesel drop-side truck, bolster, over new, £395.

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1955 AUSTIN 3-ton petrol drop-side, overhauled, guaranteed, £195.

1951 COMMERC 3-ton boxvan, £195.

LIGHT vans.

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1958 AUSTIN 15-cwt. Omnivan, guaranteed, £285.

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£600. 1956 model E.R.F.-Scammell tractor, 2-speed axle, very clean.
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1959 BEDFORD Workabus Utility.
1959 AUSTIN 15-cwt. van.
1958 BEDFORD Utilabake special.
1958 BEDFORD 7-ton 300 diesel truck, thoroughly overhauled, £750.
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1959 40 MORRIS-COMMERCIAL 7-ton long-wheelbase chassis-cabs, 9.00 x 20 tyres, power assisted steering, flashers, etc.; choice of two, from £835.
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GUY Invincible 8-ft. 9-in. tractor, LX engine c/w.

B.T.C. Coupling gear, ready for road.

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J. CAMPBELL PARK, LTD., Childwall Valley Rd., Gateacre, Liverpool. Phone, Gateacre 1331. 900-262

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166 MAIN ROAD,
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Braisted 291.

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1958 A.E.C. 43-seater Duple, as above.

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1951, June, A.E.C. 41-seater Mark IV, Heaver, glass roof quarters, choice of two, certificate of fitness, 1966.

LET us know your requirements, as we can offer you an excellent selection of good, second-hand vehicles, sensible prices asked and sensible prices given in part-exchange. 900-353

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NUMEROUS selection of double-decker buses, luxury coaches and commercial vehicles in stock at exceptionally low prices. Write now for our surplus vehicle list to 302 High Rd., Leytonstone, E.11. 900-449

Used Passenger Vehicles (contd.)

ONE 1961 A.E.C. 41-seater Duple Britannia, fitted radio, heaters and quarter lights, as new. Apply Mulholland Garage, Salisbury, By Motherwell. Phone, Salisbury 207. 903-9849

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1949 BEDFORD Duple Vista coach, wide back bumper, high-back seats, Formica sides, certificate of fitness to 1962, good condition for year, room wanted, bargain for quick sale. Precelly Motors, Ltd., Clynderwen, Carmar. Phone, Hebron 205. 900-9819

1960, July, SBI 41-seater Duple Vega, cream with red interior, mileage, 13,000, radio and heaters, as new, £3,200. G. and C. Johnson (Claxby), Ltd., Crosby Garage, Ferry Rd. West. Scunthorpe 3560. 900-39

1954 BEDFORD 36-seater Burlingham Seawall, certificate of fitness 1964, very nice condition, £1,700. Apply, Hulls Motor Services, Great Barford, Bedford. Phone, Great Barford 235. 902-98210

£1,100, only 1953 BEDFORD, fitted Harrington 36-seater luxury body, 8-ft. wide, clean and good condition, certificate of fitness, 1963. TERMS, etc., Wilde and Bennett, Ltd., Hadfield, Manchester. Phone, Glossop 2902-3. After hours 2356. 900-291

1953 BEDFORD Duple Super Vega de luxe, 35-seater and courier, good condition, finance cause of sale. Offers, Cannon, 28 Castle St., Tipton, Staffs. Phone 2188. 900-358

BEDFORD diesel 1959 41-seater Duple, heaters, etc., certificate of fitness April, 1965, in immaculate condition, £3,000, no offers. Box CM9411, care of "The Commercial Motor." 900-493

1948 BEDFORD 29-seater coach, high-back seats, no certificate of fitness, cheap to clear. Phone, Marshfield 212. 900-82721

Bedford Wanted

BEDFORD wanted, 1950 Vista, quarter lights, clean, cash. Box CM0016, care of "The Commercial Motor." 900-406

Used Passenger Vehicles (contd.)

1950 Vistas, clean, for cash. Box CM997, care of "The Commercial Motor." 900-377

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1960, July, COMMER-KARRIER, fitted with Plaxton 14-seater body, 7,000 miles, as new, £1,902. G. and C. Johnson (Claxby), Ltd., Crosby Garage, Ferry Rd. West. Scunthorpe 3560. 900-40

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CENTRAL GARAGE, Barnsley Rd., South Elmsall, near Pontefract. Phone, South Elmsall 276-7. 900-256

1955, May, COMMER 41-seater coach, T81, extra green and grey, been on tours, well maintained, £1,250. Bargain, no part-exchanges. Box CM918, care of "The Commercial Motor." 900-378

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DAIMLER 1951 33-seater coach, no division, round front, roof lights and lifts, mechanical condition good, 5-speed, overdrive, needs body overhaul, to be sold cheap. To view Midlands. Box CM0021, care of "The Commercial Motor." 900-82725

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DENNIS coach, 33-seater, diesel, certificate of fitness 1963, must be sold. £175. Ill 5737. 900-27

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LEYLAND PS1 35-seater service buses, Roe bodies, exceptionally clean, certificates of fitness 1964, £1385. LEYLAND PD2 53-seater, Brush lowbridge bodies, 8-t wide chassis, certificate of fitness. Terms, exchanges. NORTH'S, Pontefract Rd., Stourton, Leeds, 10. Phone, Rothwell 3157. 900-511

1949 LEYLAND PS1 33 seats, one owner, well fitted, new batteries, excellent condition, any trial, certificate of fitness 1962, ideal work bus, £150.

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1953 SEDDON, Harrington 27-seater sun saloons, certificate of fitness April, 1963; choice of two; £575 each.
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NEW FORD Thames Duple Yeoman 41-seater, fitted with Perspex quarters, Formica side panels, heaters, radio and microphone, interior red moquette, immediate delivery.

1959 BEDFORD diesel 41-seater, full luxury Harrington Crusader, fitted with radio and heaters and many other extras, small mileage, as new, certificate of fitness 1967.

1959 BEDFORD diesel 41-seater, full luxury Duple body, fitted with radio and heater, also many other extras, certificate of fitness 1966, choice of two.

1956 BEDFORD 41-seater, full luxury Plaxton body, fitted with Perspex quarters, Formica side panels, heaters, interior grey and red moquette, in excellent condition throughout, certificate of fitness 1966, choice of two.

1956 BEDFORD Super Vega 41-seater, full luxury side panels, heaters, public address system, interior fawn and red moquette, in good, clean condition throughout, just been reconditioned, choice of two.

1956 BEDFORD Vega 41-seater, full luxury Duple body, fitted with heater, Formica side panels, small mileage, in good, clean condition throughout, certificate of fitness 1966.

1956 COMMER TS3 41-seater, full luxury Plaxton body, fitted with radio and heater, in good, clean condition throughout, certificate of fitness 1966.

1955 A.E.C. Reliance 41-seater, full luxury Burlingham Seagull body, front entrance, radio and heater, in good, clean condition throughout, certificate of fitness 1965.

1955 BEDFORD Super Vega 41-seater, luxury Duple body, fitted with radio and heater, also many other extras, certificate of fitness 1966, choice of two.

1955 COMMER TS3 39-seater, full luxury Plaxton Ventura body, fitted with heater, lift-up roof vents, in good clean condition throughout, certificate of fitness 1965.

1955 LEYLAND Tiger Cub, front entrance, Eaton 2-speed axle, 41-seater full luxury Burlingham Seagull body, fitted with radio and heater, in good condition throughout, certificate of fitness 1964.

1954 BEDFORD Super Vega 36-seater, full luxury Duple body, fitted with heater, lift-up roof vents, in good, clean condition throughout, certificate of fitness 1964.

1952 A.E.C. 9.6 engine, full-front 39-seater, full luxury Whiston observation coach, in good condition throughout, one owner since new, certificate of fitness 1962.

1952 BEDFORD Super Vega 37-seater, full luxury Duple body, fitted heaters, interior red moquette, good, clean condition throughout, certificate of fitness 1967.

1951 BEDFORD Vega, 7 ft. 6 in. wide, 33-seater full luxury Duple body, fitted heaters, Formica side panels, good, clean condition throughout, certificate of fitness 1961, choice of two.

1948 DAIMLER, fitted with 1953 Burlingham Seagull body, 36-seater, fitted heater, Perspex quarters, in good clean condition throughout, certificate of fitness 1963.

1947-48 BEDFORD Vistas, 29-seater Duple bodies, certificate 1961-62, choice of several.

1947 A.E.C. Regal RT3 double-decker, high-bridge 56-seater, in good clean condition throughout, certificate of fitness November, 1962.

SEVERAL coaches suitable for workmen and mobile shops at very reasonable prices.

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ALL MACHINES UNCONDITIONALLY
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SUPER DOUBLE-DECKERS.

1951-48 BRISTOL 56-seater high-bridge double-deckers with Metcam all-metal bodies, half-sliding windows, etc., fitted late-series low-mileage 5LW Gardner, A.E.C. 7.7 and Bristol AV50 diesel engines, in superb mechanical and body condition, certificate of fitness to 1965-68, choice of 30, price £450-£500.

1948 LEYLAND PDI, fitted Charles Roe high-bridge 50-62-seater double-decker, 7.4 diesel units, crash boxes, in superb mechanical and body condition, certificate of fitness to 1962, choice of four, price £400-£450.

1947-48 Mark III and RT-type A.E.C. double-deckers (not ex-London Transport), with 56-seater Metcam all-metal bodies, fitted late-series low-mileage 9.6 A.E.C. diesel engines (some under 15,000), in superb mechanical and body condition, complete in all details and ready for immediate service, certificate of fitness to 1963-62, choice of four, price £500-£650.

SINGLE-DECKERS.

1961 FORD Traders with 41-seater Burlingham and Duple bodies, available for inspection and immediate delivery, some in colour, others awaiting painting instructions, available for inspection at Burlingham and Duple works, choice of 10.

1952 LEYLAND Beadles with Beadle all-metal 35-seater Continental, full-front full, luxury bodies, special high-backed luxury seating, etc., in immaculate mechanical and body condition, some with certificate of fitness to 1962, others just recertified to December, 1964, choice of 16, price £850.

1952 39-seater A.E.C. Beadles, all-metal full luxury Continental bodies, front-entrance sliding door, centre roof lights, Continental interior, rack, strip lighting, fitted 7.7 A.E.C. diesel engines, certificate of fitness expiring end of 1962, price £950.

1951 FODEN 41-seater 2-stroke underfloor diesel engine, Mann Eserton 45-seater, 3-tier luxury seating, certificate of fitness 1962, choice of two, price £600-£650.

1951 45 A.E.C.s and Bristol, fitted Willowbrook low-mileage 7.7 A.E.C. diesel units, certificate of fitness end of 1961, price £350.

1950 BRISTOL 41-35-seater E.C.W. full-front full luxury coaches, fitted Formica interior throughout, fitted late-series low-mileage Bristol AV9.8 diesel engines (15,000 miles), only Continental seasonal use only, excellent mechanical and body condition, certificate of fitness 1965-64, choice of 12, price £750-£700.

1950 BRISTOL 30-35-seater Window and E.C.W. half-cab coaches, fitted late-series low-mileage Bristol AV9.8 and Gardner 5LW diesel engines, certificate of fitness 1965-60, choice of six, price £700-£650.

1949 Mark III 35-seater service saloons with Brush and Park Royal all-metal bodies, fitted 7.7 and 9.6 A.E.C. diesel engines, in excellent mechanical and body condition, certificate of fitness 1963-62, choice of 10, price £550-£575.

1949 GUY Vixen 30-seater full-front petrol coach, exceptional condition, certificate of fitness 1963, price £425.

1948 LEYLAND PSIs with 35-seater Willowbrook thin-wall all-metal service saloon bodies, fitted low-mileage PSI engines, in excellent mechanical and body condition, certificate of fitness to end of 1961-62, choice of 24, price £350-£400.

1948 47 BRISTOLS with E.C.W. 35-seater thin-wall all-metal service saloon bodies, fitted late-series low-mileage 5LW Gardner engine, in immaculate mechanical and body condition, certificate of fitness expiring end of 1962, choice of seven, price £450-£500.

1948 33-35-seater bodies, fitted 7.7 A.E.C. diesel engines, in excellent mechanical and body condition, certificate of fitness 1964-63, choice of 10, price £280-£250.

1948 Burlingham, Duple and Willowbrook full-luxury bodies, fitted with luxury and low-mileage late-series 7.4 Leyland diesel engines, certificates of fitness 1963-61, choice of 10, price to clear £325-£350.

1948 49 BEDFORD 29-seater Vista, certificate of fitness 1963-61, price £175-£220. Also Crossley and Daimler with Willowbrook and Duple bodies, £175 each.

1938 A.E.C.s with 1951-52 Plaxton, E.C.W. and Willowbrook 35-seater service saloons and coach bodies, fitted low-mileage late-series 7.7 A.E.C. diesel engines, certificate of fitness to end of 1962-61, choice of six, price £350-£400.

ENGINES. We have in stock engines complete with fuel pumps, dynamo and starter for all well-known makes of passenger vehicles, complete with clutch and gearbox, price £150; Gardner 6.5, 5LW and 5LK; A.E.C. 7.7 and 9.6; Leyland 8.6 and PSI; Dennis Mark III 6-cylinder. Prices ranging from £100 to £175.

SUPER coach seats. Several sets of press-button-control reclining full-luxury Continental seating, very high backed. Colour green and grey moquette with ivory headrests, cost when new £550-£600, very little used since 1956-57, price £60 per set.

10-LITRE Meadows diesel engine, ex-Tilline-Stevens, complete with fuel pump, dynamo and starter, 5-speed box, in good running condition, £95.

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41-SEATER FULL LUXURY BODIES.

BETTER VALUE THAN EVER BEFORE IN S.M.T.
RANGE OF USED COACHES. EXAMPLES FROM
OUR LARGE AND COMPREHENSIVE STOCK
INCLUDE:—

*60 BEDFORD-DUPLE SBI 41-seaters; extras include heaters, top sliding windows, plastic headrest covers, wheel discs front and rear; as new condition; choice of two.

1959 BEDFORD-DUPLE SBI 41-seaters; 2-speed rear axles; heaters, top sliders, wheel discs to rear wheels; choice of three immaculate machines.

1959 BEDFORD-PLAXTON SBI 41-seaters; Plaxton C-type body, syndromic chassis lubrication; radio-public address, heaters, roof quarter lights, top sliding windows; outstanding condition.

1959 BEDFORD-PLAXTON 41-seaters; exterior red and cream, red moquette; formica side casings, top sliding windows, plastic headrests; covers, wheel discs; low-mileage top quality vehicle.

1957 BEDFORD-PLAXTON 41-seater; exterior ivory with blue-grey metallic chrome; formica side casings, glass roof quarters, insulating parcel racks, radio-public address, and many other extras; this is a top quality vehicle ex a well-known Continental touring fleet.

1958 BEDFORD-DUPLE 41-seater coaches; exterior ivory and red, seating in red patterned moquette; many extras; choice of two top quality machines.

1955 BEDFORD-PLAXTON 36-seaters; certificate of fitness 1965; exterior ivory with blue-grey metallic chrome; ex well-known Continental touring fleet; many extras.

1954 BEDFORD-DUPLE 36-seater, R6 engine, certificate of fitness 1954; exterior blue and cream with blue moquette seating; formica side casings, heater, a fresh coach.

1952 BEDFORD-DUPLE 33-seater; exterior in ivory; heaters; now being recertified.

1951 BEDFORD-DUPLE 33-seater; maroon with ivory waist; seating in red moquette; formica side casings and heater; bargain.

*51 A.E.C.-BURLINGHAM 41-seater full luxury coach; recertified in 1955; certificate of fitness 1965; excellent v.luc. 1951 LEYLAND Royal Tiger-Vindoor 39-seater coach; many extras and very reasonable price.

1952 LEYLAND PSI-Plaxton 37-seater; certificate of fitness 1963; exterior black; very clean machine.

1950 LEYLAND-HARRINGTON 37-seater; certificate of fitness 1963; exterior 2-tone blue, blue moquette.

1955 LEYLAND Comet-Duple 36-seater; certificate of fitness May, 1965; exterior ivory and red; extras include 2-speed rear axle, rear wheel discs, glass roof quarters, tubular parcel racks, formica side casings and heaters; splendid vehicle.

1955 COMMER-DUPLE 41-seater diesel; certificate of fitness May, 1965; 2-speed rear axle; exterior: ex and cream; radio, public address, heater, plastic headrest covers; mechanically very sound indeed and well tried.

1954 COMMER-PLAXTON 39-seater; certificate of fitness 1963; reconditioned engine very recently fitted; 2-speed rear axle; glass roof quarters, formica side panels, excellent value.

AND MANY OTHERS

INCLUDING EXCELLENT SELECTION OF HALF
CAB 33-SEATERS CROSSLEY AND CHOICE OF FOUR
FODEN-PLAXTON 33-SEATERS WITH 6LW ENGINES
AT VERY REASONABLE PRICES.

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WITHOUT OBLIGATION

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HIRE-PURCHASE FACILITIES FROM 10% DEPOSIT.
OFFICIAL FITTING AGENT FOR
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VINCENT'S WALK, SOUTHAMPTON.

Phone 28331.

NEW DUPLÉ YEOMAN AND BURLINGHAM SEAGULL AVAILABLE FOR IMMEDIATE DELIVERY.

1960 Thames Burlingham 41-seater, red and cream, and heater.

1959 BEDFORD Burlingham Seagull 41-seater, black and grey, 300-cu.-in. diesel.

1957 BEDFORD Burlingham 41-seater, finished in blue with maroon and grey trim.

1954 BEDFORD Vega, fitted Perkins R6, 36-seater, finished in blue and cream.

1954 COMMER Harrington, underfloor engine, 2-speed axle, certificate of fitness 1964, fitted radio and heater.

1953 BEDFORD Plaxton 35-seater with courier seat, in green with extras, certificate of fitness 1964.

1953 A.E.C. 41-seater, cream and blue, certificate of fitness 1963, fitted radio and heater.

1952 BEDFORD Gurney Nutting 37-seater, green and cream, one owner.

1951 MAUDSLAY Burlingham Seagull 37-seater, full front fitted A.E.C. 7.7.

1951 LEYLAND Royal Tiger all-steel 41-seater, with many extras, in excellent condition.

1951 CROSSLEY, fitted A.E.C. 7.7, Burlingham 37-seater, very clean vehicle.

1951 LEYLAND Gurney-Nutting 35-seater, blue, excellent vehicle.

1951 MAUDSLAY Burlingham 35-seater, finished in blue and grey, fitted A.E.C. 7.7.

1950 COMMER Avenor 33-seater, grey and maroon and heater, radio and underfloor engine.

1950 DENNIS Lancet 35-seater, cream and blue, certificate of fitness 1964, radio and heater.

1950 Vista, above average.

900-399

Used Passenger Vehicles (contd.)

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LODGE GARAGE,
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A.E.C. Reliance, fitted with 41-seater Plaxton body, duo grey and red exterior, with red interior and fitted with heaters, glass roof quarters, tubular racks, top sliding windows, central entrance with mat in well.

A.E.C. Duple or Burlingham bodies and offering a choice of colours and specifications.

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FORD Traders, fitted with Plaxton, Duple or Burlingham bodies, colours and specifications to choice.

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BEDFORD SBI chassis, fitted with Plaxton, Duple or Burlingham bodies, colours and specifications to choice.

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1960. June, BEDFORD SBI diesel 41-seater Duple body, cream exterior with red interior, many extras, 15,000 miles.

1960. June, BEDFORD diesel, fitted with Burlingham body and finished in maroon and ivory with red and grey interior, heaters and top sliding windows, certificate to 1961.

1960. June, BEDFORD 41-seater Duple, K-type moulding, grey and red exterior with red interior, top sliding windows, choice of two.

1960. June, FORD Thames Trader 41-seater Duple cream exterior with red interior, 7-ft. 6-in. wide, K-type moulding, glass roof quarters and many other extras, 16,000 miles, choice of two.

1960. June, FORD Thames Trader 41-seater Duple, cream exterior with red interior, 8 ft. wide, glass roof quarters and tubular racks, K-type moulding, choice of two.

1960. June, FORD Thames Traders, 41-seater Plaxton bodies, choice of two, finished in cream with red interior and fitted with heaters, glass roof quarters with sliding tubular racks and armrests.

1959 A.E.C. Reliance, choice of four, fitted with Panorama bodies and finished in grey and red with red and grey interior, one-owner machines and absolutely as new.

1959 FORD Thames Trader, fitted with 41-seater Duple body, finished in ivory with red interior, choice of six machines, fitted heaters, lift-up roof, armrests, fog lights, etc., K-type moulding.

1959 FORD Thames Trader, choice of three Burlingham bodies, finished in green and cream with red interior and fitted with Eaton 2-speed axles.

1959 BEDFORD SBI, choice of two 41-seater Plaxton bodies, finished in yellow and black with grey and black interior, fitted with radio, heater, wheel dices.

1959 BEDFORD SBI, petrol, with Plaxton 41-seater body, finished in ivory with red interior, immaculate throughout.

1957 BEDFORD petrol 42-seater service bus, Duple body, finished in red and cream and fitted with heater, all leather seats, in first-class condition.

1956 BEDFORD petrol, choice of six 41-seater Plaxton and Duple bodies, various colours and specifications.

1956 COMMERCIAL TS3 with Eaton 2-speed axle, Duple 41-seater body, finished in red and cream with red interior, fitted with heater, glass roof quarters, tubular racks, top sliding windows and Formica casing panels, certificate of fitness to 1966.

1956 COMMERCIAL TS3 with Eaton 2-speed axle, Plaxton 41-seater body, finished in cream with autumn tint interior and fitted with glass roof quarters, tubular racks, public address system, armrests and Formica casing panels, certificate of fitness to 1966.

1956 BEDFORD with 41-seater Plaxton body, pink heater, glass roof quarters, tubular racks and Formica casing panels, certificate of fitness to 1966.

1956 BEDFORD, 41-seater body by Duple, choice of two in blue and ivory with red interior, lift-up roofs and Formica casing panels, certificate of fitness to December, 1966.

1955 COMMERCIAL TS3 with 2-speed axles, choice of three 41-seater bodies, finished in cream with autumn tint interior, immaculate condition.

1955 COMMERCIAL TS3 with 2-speed axle, 39-seater Plaxton body, finished in cream with autumn tint interior and fitted with lift-up roof and Formica casing panels.

1955. May, COMMERCIAL TS3 with Eaton 2-speed axle, finished in cream with red interior and fitted with heater.

1950 BEDFORD 29-seater Plaxton.

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1954 SENTINEL, full-front 35-seater body finished in red with red interior, 5-speed box, certificate of fitness to 1964, £760.

(Continued in next column)

Used Passenger Vehicles (contd.)

1953 BEDFORD with 35-seater Plaxton body, petrol engine, finished in cream with autumn tint interior and fitted with heaters, lift-up roof and Formica casing panels, certificate of fitness to 1961.

1953 BEDFORD, petrol, 36-seater Yeates Riviera body, finished in red and cream with red interior and fitted with lift-up roof, £1,200.

1953 COMMERCIAL Contender, 27-seater body on 9.00 x 20 tyres, with Eaton 2-speed axle, £850.

1952 A.E.C. Mark 4, 41-seater Duple body finished in cream with autumn tint interior and fitted with lift-up roof, heater, Formica casing panels and armrests, certificate of fitness to May, 1962.

1952 DAIMLER, 37-seater Burlingham Seagull body, finished in duo grey and red with red interior, and fitted with radio and top sliding windows, £1,295.

1952 COMMERCIAL 33-seater Plaxton body, Eaton 2-speed axle.

1951 52 A.E.C. 37- and 41-seater Burlingham bodies, choice of colour and fitted with new-type lift-up roof and Formica casing panels, £1,450 each.

1951 LEYLAND P52, Harrington 37-seater body finished in red and cream with red interior.

1951 FODEN 2-stroke Bellhouse Hartwell 39-seater, £400.

1950 LEYLAND 33-seater, Plaxton full-front body.

1949 50 A.E.C. 9.6 engine, 33-seater Windover body, choice of two, £275 each.

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1959 BEDFORD Yeates 41-seater.

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1958 BEDFORD Plaxton, quarter lights and many extras.

1958 BEDFORD Duple 41-seater.

1958 BEDFORD Duple 37-seater.

1958 BEDFORD, Leyland Comet engine, 41-seater Duple.

1956 COMMERCIAL Plaxton 41-seater.

1956 BEDFORD Plaxton 37-seater.

1955 COMMERCIAL Plaxton 41-seater, armrests and many extras.

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1953 BEDFORD Plaxton 35-seater.

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1958 BEDFORD petrol, 41-seater Plaxton, green and black interior, all cream exterior, many extras, certificate of fitness expires March 1965, £2,600.

1958 BEDFORD petrol, 41-seater, Duple Vega, red interior, black and ivory exterior, certificate of fitness expires March 1965, choice of two, £2,600.

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1957 BEDFORD petrol, 41-seater, Duple Super Vega, red interior, red and cream exterior, certificate of fitness expires January 1964, choice of two, £2,500.

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1955 COMMERCIAL TS3 41-seater Duple, red interior, red exterior, certificate of fitness expires 1966, £2,100.

1954 Yeates 35-seater luxury coach body on Leyland P52 chassis, blue interior, blue and cream exterior, certificate of fitness expires 1964, £1,050.

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1952 BEDFORD petrol 33-seater Duple Super Vega, autumn tint interior, beige and cream exterior, certificate of fitness 1962, £925.

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1959 A.E.C. Reliance, 7.75-litre, 41-seater Duple Britannia, heater, radio.

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1958 7 BEDFORD SBI petrol 41-seater Duple Super Vega, heaters, choice of three, certified 1963.2.

1956 BEDFORD SBI petrol 41-seater Yeates Riviera, roof lights, heater, radio.

1955 BEDFORD (reconditioned Perkins R6) 38-seater Duple, cream-green, certified 1965.

1955 COMMERCIAL TS3 diesel 39-seater Thurgood, certified 1965, heater, luxury seating.

1954 A.E.C. Reliance, 7.75, 41-seater Burlingham Seagull, heater, radio, choice two.

1954 53 BEDFORD SBI petrol 36-33-seater Burlingham Seagull, certified 1965-62, choice two.

1954 GUY Arab (Gardner 6LW) 41-seater Burlingham Seagull, heater, certified 1964, choice two.

1953 BEDFORD petrol, 33-seater Yeates Riviera, heater, radio, certified 1963.

1951 BEDFORD Vega (petrol) 33-seater Duple, certified 1961, heater, radio, choice three.

1951 LEYLAND Royal Tiger 43-seater Metalcraft, heater, certified 1965, luxury seats.

1950 A.E.C. Regal Mark III (9.6-litre) 33-seater Burlingham full-front, heater, certified.

1950 49 BEDFORD Vista (petrol engine), 29-seater Duple, heater, choice five, certified 1963-62.

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1959 July, COMMER TS3 Duple 41-seater, 5-speed gearbox, glass roof quarters, many other extras, autumn tint interior, pink-grey exterior, certificate of fitness 1966, £3,750.
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1957 December, BEDFORD Leyland Comet-engined Duple, 41 seats, Formica sides, autumn tint interior, certificate of fitness December, 1964, £3,600.
1956 BEDFORD, petrol, Duple 41-seater, green interior, Formica side casings, heater, radio, very clean, certificate of fitness March, 1961, £2,600.
1955 COMMER TS3 41-seater, Duple body, autumn interior, certificate of fitness 1965, £1,950.
1955 BEDFORD Yeates 36-seater, red interior, fitted heater, certificate of fitness 1965, £1,650.
1954 BEDFORD Plaxton 38-seater, red interior, recently re-trimmed, green-cream exterior, very clean, certificate of fitness 1964, £1,950.
1953 BEDFORD, Yeates 35-seater body, red interior, cream-red exterior, certificate of fitness 1963, £1,475.
1952 BEDFORD Plaxton 33-seater, autumn tint interior, certificate of fitness 1962, £975.
1951 DENNIS Falcon, 33-seater Strachan body, certificate of fitness 1963, £550.
1951 2 BEDFORD Vegas, 33-35-36-seaters, choice of several from £1,000.
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1947 8 DAIMLER Plaxton and Duple bodies, 35-seaters, clean machines, from £195.
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1960 BEDFORD Duple diesel, 41 seats, heaters, discs, recused mat, Formica sides, £3,450.
1959 BEDFORD Harrington diesel, 41 seats, heaters, wheel discs, recused mat, £3,250.
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1958 BEDFORD Duple 41-seater, radio, heater, wheel discs, £2,500.
1957 BEDFORD Duple 41-seater, radio, heater, very clean, £2,400.
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1954 BEDFORD petrol 35-seater Burlington, certificate of fitness 1964.
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1952 BEDFORD Super Vega 35-seater, immaculate, certificate of fitness 1962.
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1956 COMMER TS3 Plaxton 41-seater, red interior, heaters and radio, exterior red-grey, just recertified 1966, £2,485.
1955 BEDFORD Duple Super Vega 36-seater, autumn tint interior with heaters, exterior cream and blue, certified 1965.
1955 COMMER TS3 Plaxton 41-seater, autumn tint interior, with heaters, etc., exterior cream with black relief, certified 1965, £2,250.
1954 BEDFORD Yeates Riviera 36-seater, red interior with heater, exterior maroon and grey, certified 1964, most attractive, £1,895.
1953 BEDFORD Duple Super Vega 36-seater, with courier seats, seating in floral moquette, heater, exterior green and cream, certified 1963, £1,550.
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1957 BEDFORD petrol 41-seater Plaxton, exterior blue-black, certificate of fitness to April, 1964.
1955 BEDFORD petrol 38-seater Super Vega, exterior blue-cream, certificate of fitness 1964.
1955 BEDFORD petrol 38-seater Super Vega, exterior ivory-maroon, certificate of fitness 1965.
1955 BEDFORD petrol 36-seater Super Vega, exterior maroon-grey, choice of two.
1954 TILLING-STEVENS diesel, 5-speed box, 38-seater Plaxton, green exterior, certificate of fitness to 1964.
1954 BEDFORD petrol 36-seater, exterior green-grey, certificate of fitness March, 1964.
1954 BEDFORD petrol, 38-seater Super Vega, exterior cream-red, certificate of fitness 1964.
1954 BEDFORD petrol 36-seater Super Vega, exterior black-cream, certificate of fitness 1954.
1953 BEDFORD 35-seater diesel Duple Super Vega, exterior cream-red, certificate of fitness July, 1964.
1953 BEDFORD diesel 35-seater Yeates, exterior cream-red.
1952 DENNIS Falcon 35-seater Duple, exterior blue-cream, certificate of fitness 1962.
1951 FODEN, 6LW, 37-seater Metalcraft body, exterior grey-green, certificate of fitness 1961.
1951 MAUDSLAY, A.E.C. off engine, 33-seater Belhouse-Hartwell, new certificate.
1950 COMMER 33-seater, exterior blue-maroon, certificate to May, 1963.
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BEDFORD SB3 petrol Duple 41-seater Super Vega, 8 ft. wide, glass roof quarters, heaters, Radiomobile, unshaded pink-grey Lark Court Show model coach.

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BELFORD SB3 350-cu.-in. oil engine, Harrington 41-seater Crusader coachwork, 8 ft. wide, heater, Formica panels and other extras fitted, finished in cream, immaculate delivery.

BEDFORD SB3, 350-cu.-in. oil engine, Duple 41-seater Super Vega, 8 ft. wide, glass roof quarters, heaters, Radiomobile, sp. eqn. amplification, many other extras, finished red-grey, ex-Vauxhall Motors' demonstration model, 5,000 m.c. only special offer.

BEDFORD SB1, 300-cu.-in. oil engine, 2-speed axle, Duple 41-seater Super Vega, 8 ft. wide, glass roof quarters, heaters, radio, many other extras, finished pink-grey.

BEDFORD SB1, 300-cu.-in. oil engine, Plaxton Embassy 41-seater, 8 ft. wide, radio, heaters, glass roof quarters, Formica panels, other extras fitted, finished red-cream.

BEDFORD SB1, 300-cu.-in. oil engine, Plaxton Special C-type Embassy 41-seater, 8 ft. wide, glass roof quarters, radio, Formica panels, other extras fitted, finished blue-cream.

BEDFORD SB1, 300-cu.-in. oil engine, Harrington Crusader 41-seater, 8 ft. wide, glass roof quarters, radio, Formica panels, other extras fitted, finished cream-red.

BEDFORD SB3, petrol engine, Harrington Crusader 41-seater, 8 ft. wide, glass roof quarters, Radiomobile and public address equipment, heaters, finished cream.

BEDFORD SB1, 300-cu.-in. oil engine, 2-speed axle, Burlingham Seal-off 61-seater, 8 ft. wide, radio, heaters, Formica panels, other extras fitted, finished in primer, choice of two, ready for Easter.

BEDFORD SB1, 300-cu.-in. oil engine, 2-speed axle, Plaxton Embassy 41-seater, 8 ft. wide, glass roof quarters, radio heater, Formica panels, other extras fitted, finished cream.

BEDFORD SB1, 300-cu.-in. oil engine, 2-speed axle, Plaxton Embassy 41-seater, 8 ft. w.d. radio, microphone, heater, Formica panels, marker lights, other extras, finished cream.

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Victoria 6033.

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A.E.C. Reliance, air brakes, Harrington Cavalier 41-seater coachwork, quarter lights, Formica panels, heater, other extras fitted, red moquette, in primer.

A.E.C. Reliance, air brakes, Harrington Cavalier 41-seater coachwork, Formica panels, heaters, other extras fitted, red moquette, in primer.

A.E.C. Reliance, air brakes, Plaxton Embassy 41-seater coachwork, central entrance, glass roof quarters, heater, Formica panels, finished two shades grey.

NEW COACHES SUPPLIED ON ALL MAKES OF PASSENGER VEHICLES.

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BEDFORD

1959 SB3 petrol 41-seater Duple Super Vega, red moquette, heaters and other extras fitted, finished grey and red, certificate of fitness 1966.

1958 SB3 petrol 41-seater Duple Super Vega, red moquette, radio and public address, Formica panels, certificate of fitness 1965, immaculate condition; choice of two.

1957 SB3 petrol 41-seater Burlingham, red moquette, finished ivory-red, certificate of fitness 1964.

1957 SB3 petrol 41-seater Plaxton, red moquette, finished blue, certificate of fitness 1964.

1956 SB3 petrol 41-seater Duple, Easton 2-speed axle, green upholstery, finished green and grey, certificate of fitness 1961.

1955 SB petrol 38-seater Duple, heater, fitted red moquette, finished maroon and cream, certificate of fitness 1965.

1954 SB petrol 38-seater Duple, beige moquette, finished blue, certificate of fitness 1964.

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CHOICE of several 1947-50 BEDFORD petrol engines, with Duple 29-seater Viasa coachwork.

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1951 Mark IV, 41-seater Heaver, glass roof quarters, green upholstery, finished green, central entrance certificate of fitness 1961.

(Continued to next column)

Used Passenger Vehicles (contd.)

1949 Mark III, new Yeates 35-seater coachwork fitted 1954, glass roof quarters, red moquette, finished blue, certificate of fitness 1962, choice of three.

1948 Mark III, new Burlingham 37-seater full-front coachwork fitted 1952, red moquette, finished blue, certificate of fitness 1962.

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1956 TS3 Duple 41-seater, red moquette, Formica panels, heaters, finished blue, immaculate condition, certificate of fitness 1961.

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(Supplement)

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1958 COMMER TS3 41-seater Plaxton, radio, three heaters.

1957 BEDFORD Duple 41-seater, quarter lights.

1956 COMMER TS3, fitted with 2-speed axle, heaters, public address system, certificate of fitness 1966; choice of three.

1956 BEDFORD petrol 41-seater Duple, new certificate of fitness.

1955 BEDFORD 36-seater, certificate of fitness 1965.

1954 BEDFORD 33-seater, armchair-type seats, certificate of fitness 1964.

1953 BEDFORD 35-seater, certificate of fitness 1962.

1953 DAIMLER Freeline, 35-seater Bellhouse body, luxury seats, certificate of fitness 1965.

1953 A.E.C. Mk. IV, 41-seater Yeates body, wireless and public address system, certificate of fitness 1963.

1952 CROSSLEY 37-seater, certificate of fitness 1962.

1952 BEDFORD 28-seater, armchair-type seats, certificate of fitness 1962.

1950 BEDFORD 29-seater, excellent condition, certificate of fitness 1964.

1950 COMMER Plaxton 33-seater, certificate of fitness 1963.

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NEW FORD Trader 41-seater Duple, Plaxton or Burlingham coaches.

NEW COMMER Avenger 41-seater Duple coach, one only.

ALL available with early delivery and finished to your instructions.

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1956 COMMER Avenger 41-seater Duple coaches, ex our own fleet, choice of 10, immediate delivery, £2,450-£3,000.

1955 BEDFORD petrol 36-seater Burlingham coach, recertified 1965, very clean, £1,900.

1955 BEDFORD diesel 36 (modified) 38-seater Duple coach, certified 1965, £1,600.

1954 BEDFORD petrol 36-seater, Yeates Riviera coach, quarter lights, heaters, etc., certified 1964, £1,700.

1954 BEDFORD petrol 32-seater Burlingham Seagull coach, armchair reclining seats, glass roof quarters, £1,300.

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SPECIAL OFFER:—

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COMMER 12-seater P.S.V., three to four weeks' delivery.
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1959 LEYLAND Tiger 35-seater, 41-seater, front-entrance driver-operated door, Duple Donnington, certificate of fitness 1966, 19,000 miles, immaculate.
1956 COMMER Beadle 41-seater, red upholstery, central entrance, good tyres, very clean, certificate of fitness 1961.
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Also a number of BEDFORD Vistas, suitable for travelling shops.

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1950 ALBION 6-cylinder diesel unit with overdrive, Duple 33-seater de luxe, engine overhauled last October at cost of £400, certificate of fitness 1964.
1950 LEYLAND PS2 Burlingham full-front 33-seater coach.
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A52

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1954 BEDFORD 36-seater Burlingham, green interior, green exterior, fitted heaters.
1958 BEDFORD petrol 41-seater Duple Super Vega, blue interior, cream exterior, nominal mileage, choice of four.
1950 COMMER Avenger 33-seater, Plaxton coachwork, in very good order, autumn tint interior, cream and black exterior, certificate of fitness 1963; choice of two. 900-253

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1952 BEDFORD Duple Vega 33-seater, certificate of fitness 1962.
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1960 FORD Thames 41-seater Burlingham.**1956** BEDFORD Duple 41-seater, cream and brown, heater, certificate of fitness 1965.**1956** COMMER TS3 Duple 37-seater, 2-speed axle, heater, cream and maroon, being recertified.**1952** BEDFORD Duple 45-seater, Courier seats, radio, heater, certificate of fitness 1962.**1951** Duple Vega 33-seater, cream and red, radio, heater, full-luxury seats.**1949** SEDDON, fitted new seats and tyres, Perkins engine, certificate of fitness 1963.**A. G. JULIAN BRIGHTON GARAGE.** Brighton, A. Truro, Cornwall, Grampound Rd., 55. Specialists in used coaches.

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1951 BEDFORD 33-seater Duple, roof, quarter lights, heater, tubular racks, certificate, £950.**1951** Commer Avenger, 34-seater, heater, recertified 1964, £450. Phone, Sonning 3174.

900-x2131

1961 Brand-new BEDFORD, diesel, Duple 41, immediate delivery.**1950** LEYLAND PSI Burlingham full-front 35-seater, £650.**1949** BEDFORD 29-seater Duple Vista, high-back seats, certificate of fitness three years, £345.**CONWAY HUNT, LTD.** Brox Rd., Ottershaw. Phone, Ottershaw 461, day and night.

900-311

Used Passenger Vehicles (contd.)

NORTHS (P.V.) LTD.,

LEEDS.

HAVE A FURTHER BATCH OF—

LEYLAND PD28, 1949, 8-ft. wide bodies by Brush, 53-seater, low bridge, powered by 6000 engine, all carrying certificate of fitness and exceptionally clean.**LEYLAND** PS18, 1949, 33-seater, Brush bodies, certificate of fitness, quantity available, £225.**BRISTOLS**, 1948, 35-seater E.C.W. bodies, powered by Gardner or A.V.V. engines, exceptional condition, certificate of fitness, £325.**BRISTOLS**, 1948, high-bridge double-deck E.C.W. 56-seater bodies.**A.E.C.** Gardner or A.V.V. engine, certificate of fitness, £285.**L**ARGE stocks of other makes available, too numerous to list. Contact us now, any trial, part-exchanges, terms arranged if required.**NORTH'S**, Pontefract Rd., Leeds, 10. Phone, Rothwell 3157.

900-513

1953 BEDFORD 37-seater Duple, 8 ft., fitted with heater, radio and speech amplification, certificate of fitness 1963, new engine fitted 1960, very nice condition, maroon exterior.**1952** BEDFORD 33-seater Duple, 7 ft. 6 in., quarter lights, fitted heater, radio, and speech amplification, certificate of fitness April, 1962, new engine fitted late 1960, very nice throughout, maroon exterior.**1954** BEDFORD 38-seater Duple, 8 ft., heater, radio and speech amplification, certificate of fitness April, 1962, new engine, new tyres, wheel discs, all round shock absorbers, fitted June, 1960, good all-round condition, exterior blue-grey.**1955** BEDFORD 37-seater Duple, 8 ft., fitted radio, certificate of fitness 1964, exterior red-cream, good condition.**1952** DENNIS Falcon 35-seater Duple, fitted Bedford engine and gearbox, Eaton 2-speed axle, very nice condition, certificate of fitness 1963, exterior red and cream.**1949** DENNIS Lancet diesel J3 33-seater, 5-speed gearbox, good condition, certificate of fitness 1962, exterior red and cream.**1954** BEDFORD Duple 36-seater, Perkins R6, maroon-cream, very nice condition, Formica sides, certificate of fitness 1964.**T**WO only 1961 model Thames coaches for immediate delivery, low mileage.**D**ISPATCH MOTORS, 256 Borough High St., S.E.1 Waterloo 5991.

900-334

Unclassified Wanted

WANTED A number of modern 38-41-seater coaches, Bedford or similar.**W**ILDE AND BENNETT, LTD., Hadfield, Manchester. Phone, Glossop 2802-3. After hours 2356.

900-290

NEW PASSENGER VEHICLES

BEDFORD**COACHES AND COMPONENTS, LTD.**

469-475 HOLLOWAY ROAD, LONDON, N.7.

Phone, Archway 2647 (five lines).

ARE now taking orders for 1961 BEDFORD 29- to 41-seater-capacity luxury coaches, fitted with petrol or diesel engines.**P**ART-EXCHANGES AND H.P. terms arranged to your satisfaction. zzz-0778**ARLINGTON MOTOR CO., LTD.**

LONDON'S LEADING PASSENGER AND COMMERCIAL VEHICLE SPECIALISTS.

HEAD OFFICE:—

HIGH ROAD, PONDERS END, ENFIELD, MIDDLESEX. Howard 1266.

OFFER FROM STOCK NEW BEDFORD PETROL OR DIESEL CHASSIS, DUPLÉ, BURLINGHAM, PLANTON AND HARRINGTON COACHWORK IN PRIMER.

FOR IMMEDIATE DELIVERY.

ARLINGTON MOTOR CO., LTD.

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FORD THAMES**DOE BROS (MOTORS), LTD.**, 1 Spital Rd., Maldon, Essex. Phone, Maldon 535 (five lines). Offer immediate delivery of 1961 Thames Harrington Crusader Mk. II, 41-seater coach, diesel.

900-245

New Passenger Vehicles (contd.)

MILLBURN.

THE PASSENGER-VEHICLE SPECIALISTS.

TO COACH OPERATORS.

GIVE YOUR PASSENGERS FIRST-CLASS TRAVEL AND COMFORT IN A NEW FORD THAMES 6D 41-SEATER DUPLÉ SUPER DE LUXE COACH, ALL FITTED WITH 2-SPEED AXLES. NEW-TYPE BRAKING.

WRITE, PHONE OR CALL**AT****MILLBURN MOTORS, LTD.,**

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DEMONSTRATION AT ANY TIME OR PLACE.

DELIVERY IMMEDIATE AND EARLY SPRING.

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WALMER BRIDGE, LONGTON,

PRESTON, LANCs.

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ALF MOSELEY, LTD.

FORD THAMES P.S.V. DEALERS.

OFFER delivery from stock of new THAMES Duple 41-seater, red interior, heaters, etc., exterior to customer's choice. Top part-exchange allowance. Knightbridge Rd., Loughborough. Phone 4777; after office hours 5339.

900-198

A. SPRINGALL, LTD.**IMMEDIATE** delivery new THAMES with Duple Plaxton, Burlingham or Harrington bodies. Demonstrations and hire-purchase to suit your requirements.**A. SPRINGALL, LTD.**, Plumstead Common, S.E.18 Woolwich 5313.

900-364

LAMBERTS OF KINGSTON, LTD.

MAIN FORD DISTRIBUTORS.

1961 Thames Duple, two only in stock, part-exchange and H.P. terms to your satisfaction, a full 24-hour service is available to all Thames operators.**140A** LONDON RD., Kingston-upon-Thames, Surrey. Phone, Kingston 7700 (20 lines), or Molesey 6949 after 7 p.m.

900-397

HENDY FOR FORD.

BRITAIN'S FIRST MAIN DEALER.

FORD THAMES COACHES.

DEMONSTRATIONS ANYWHERE.

HIRE-PURCHASE AND PART-EXCHANGES.

PERCY HENDY, LTD.

VINCENT'S WALK,

SOUTHAMPTON 28331.

THAMES HOUSE.

Chandlers Ford 2271.

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KARRIER**KARRIER** Plaxton 14-seater luxury coach, diesel engine.

Phone, Hither Green 4881.

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VOLKSWAGEN**EUROPEAN CARS, LTD.**, distributors for London

Western districts. Early delivery Kombi, Microbus, van, pick-up, ambulance. 129-131 Old Brompton Rd.

S.W.7. Fre 7722.

zzz-741

MISCELLANEOUS VEHICLES FOR SALE AND WANTED

AGRICULTURAL VEHICLES

TWO completely reconditioned CHEVROLET diesel 4 x 4 time spreaders, one fitted with new engine (Kenwall Hovers), together with complete range of spares Box CM9921, care of "The Commercial Motor."

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AMBULANCES, new and used, diesel and petrol. Dennis, Commer, Morris, Austin and Bedford. Lawton-Goodman, 135 Cricklewood Broadway, N.W.2. Gladstone 2236.

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ARTICULATED VEHICLES
(INCLUDING MECHANICAL HORSES)**C**ARRIMORE close-coupled articulated 6-wheelers, handsome appearance and ideal weight distribution.**C**ARRIMORE SIX-WHEELERS, LTD., Carrimore Works, North Finchley, N.12. Hillside 3631-2-3.

zzz-882

Miscellaneous Vehicles (contd.)

22-FT. articulated trailer, just as brand new, body fitted and repainted, bargain. £240. Mr. A. Hales, 7 Manor Rd., Wales, near Sheffield. Phone, Kiveton 476.

900-239

CAPITAL MOTOR CO., LTD.

BEDFORD MAIN DEALERS.

SCAMMELL DISTRIBUTORS.

NEW SCAMMELL Scarab, 3- and 6-ton, petrol or diesel, early delivery.**NEW** SCAMMELL 8-ton 23-ft. sided trailers, immediate delivery.**SCAMMELL** 12-ton 25-ft. sided trailer.**REMINGTON ST.** City Rd., N.1. (Near Angel) Clerkwell 7456.

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Miscellaneous Vehicles (contd.)

SCAMMELL flat 15-ft. trailers, 5-ton capacity, from £65.**10-TON** articulated freight trailers, ideal for site offices, portable stores, etc., 20 ft. by 8 ft., fitted air brakes, conversion dolly, twin 9.00 x 20 tyres.**J. T. LEAVESLEY, LTD.**, Alrewas, Staffordshire. Phone, Alrewas 354-5-6.

900-123

ALWAYS a large selection of good used articulated vehicles in stock of all types and sizes, tractor units and trailers sold separately if required. Terms and exchanges.**R. USH GREEN MOTORS**, Langley, Hitchin, Herts. Stevenage 174.

900-303

1956 LEYLAND Comet 90 with 5th-wheel coupling, auto. lubricator, 1960.**1955** Chieftain tractor, 5th-wheel coupling, £295.**JOHN HUDSON**, Doncaster Rd., Bawtry, Yorks. Phone, Bawtry 362.

900-906

A53

Miscellaneous Vehicles (contd.)

1957 BEDFORD-SCAMMELL tractor, O350 diesel. New 8, 10- and 12-ton BEDFORD tractors either from stock or due for early delivery.
10- And 12-ton Scammell trailers, from stock.
INQUIRIES to:—
E. J. BAKER AND CO. (DORKING), LTD.
DORKING 3822. 900-417

1956 B.M.C. tractor unit and two boxvan trailers, approximately 850 cu. ft. each, in primer, 5th-wheel coupling, ex C-licence user, and in good condition. 4825, Hibberd, Warwick St., Coventry 7255-6-7. 900-405

BEDFORD-SCAMMELL, Perkins diesel low-loader, in very good order, new tyres and recent engine. 4325, Pearl Street Garage, 17 Pearl St., Sheffield 29139 and 37529. 900-514

1958 FORD Trader, 6D engine with 25-ft. step-frame trailer, suitable for carrying caravans. C. Russell, 155 Milbank St., Northam, Southampton 26590. 900-535

BOATS FOR SALE

16 FT. diesel-engined speedboat for sale, 20 knots. Nixon, Whitley, Warrington. Phone, Aston Runcorn 901-2714

BOGIES

20-TON capacity, fitted twin airline brakes, mounted four 12.00 x 20 tyres, ideal for transport of concrete beams, etc.
MERTON ENGINEERING CO., LTD., Faggs Rd., Feltham, Middx. Phone, Feltham 6208, 3045. 900-499

BREAKDOWN VEHICLES

DIAMOND T 6 x 6 chassis and cab, fitted with two power-operated winches, steel cab, 9.00 x 20 tyres, little used and in good running order. £250.
L. W. VASS, LTD., Ampthill, Bedford. Ampthill 3255-6. 900-628

DIAMOND T 6 x 6 salvage vehicle, fully equipped, coachbuilt cab, fitted with twin swivel jib, power winch, little used.
APLY, Gregory's of Uxbridge, Ltd., 53 High St., Uxbridge. Phone, Uxbridge 36432-5. 901-9830

MATADORS (two), one fitted with winch.
FODEN, close coupled, with winch, first-class condition.

W. EDWARDS AND SONS (CARMARTHEN), LTD., 7, Towy Garage, Carmarthen. Phone, Carmarthen 6482. 900-28

A.E.C. Diesel 6 x 6, recently reconditioned, fitted with heavy-duty A frame, would make excellent breakdown. Colnbrook 2741. 900-170

1957 FORD 4D, fitted with winch and special A frame, suitable breakdown. C. Russell, 155 Milbank St., Northam, Southampton 26590. 900-534

FOUR-WHEEL-DRIVE DODGE breakdown truck, 2-3 tons, Dennis's Garage, 44 Queens Rd., Wisbech, Phone 745 or Long Sutton 2235. 900-223

CATTLE CONVEYORS AND HORSEBOXES

SEDDON Mk. 15-16, Leyland Super Comet, 6-speed Albion box, new flat cattle container, 3-decker sheep, 20 ft. long, 8 ft. wide, unused chassis, 6,000 miles. £500 below list price.

PETER BROPHY, Chapel St., Hazel Grove, Cheshire. Phone, Stepping Hill 3039. 900-249

1959 THAMES Trader 6-wheeler with a 23-ft. cattle body, convertible to double deck for sheep, in really first-class order, this container can be removed and lorry used as a flat when required. £1,100.

RUSH GREEN MOTORS, Langley, Hitchin, Herts. Stevenage 174. 900-310

ESTATE CARS AND UTILITIES

1958 MORRIS Minor 1000 Traveller, one owner. £525.

1954 VANGUARD estate, one owner, in excellent condition. £248, Cavendish Motors, Cavendish Rd., N.W.6. Willesden 0046-8. 900-549

EX-W.D. VEHICLES

SWORDER (MOTORS), EXPORT, LTD., for all ex-W.D. trucks or spares. London Rd., Loudwater, High Wycombe, Bucks. Phone, High Wycombe 4074. 900-933

A.E.C. Also winch and tipper vehicles. Specialists in 4 x 4 and 6 x 4 drive vehicles. Spares and tyres.
H. ROLLAND, Yorkford Hill, Romsey. Phone, Braishfield 395. 900-986

FOR sale. Vehicles and spares.

MOST types of commercial vehicles, civilian and ex-W.D., being dismantled for spares.
COMMERCIAL vehicles always required for dismantling.
SEND us your offers and requirements.

S MORGAN AND SON, Waltham Chase, Southampton Bishop's Waltham 133. 900-868

BEDFORD OL 4 x 4 with winch, reconditioned, 80% tyres, low mileage.

MERTON ENGINEERING CO., LTD., Faggs Rd., Feltham, Middx. Phone, Feltham 6208, 3045. 900-500

FOR all your spares, ex-W.D. and civilian, Mains Motors, Ltd., Woodside, Old Henley Rd., Ewelme, Oxon. Phone 62. 900-415

A.E.C. Matadors, 10-ton 4 x 4, very good condition, ditto, from £850.
A.E.C. 6 x 6, excellent condition, £800.

SCAMMELL complete with 45-ton tank transporter trailer, reconditioned by R.E.M.E., £2,000.

TWO 4,000-gal. ex-U.S. petrol tankers complete with 2 dollies, reconditioned, £759 each.

W. F. HOLMES, LTD., 18 Half Moon St., London. W.1. Gro 3524, Hyd 7139.

A54

Miscellaneous Vehicles (contd.)

GENTLEMEN WORTH KNOWING.
CUNDEY AND STEWART, LTD.,
DEALERS AND DISMANTLERS OF
EX-W.D. VEHICLES ONLY.

SPECIALISTS IN 4 X 4, 6 X 4 AND 6 X 6 VEHICLES.
SPARES AND TYRES.

ALFRETON, DERBYSHIRE.
PHONE, LEABROOKS 477. 900-704

HEARSES

DAIMLER hearse for sale, fitted 1951 Austin engine, bodywork by Dolridge, good condition, passed Ministry of Transport test, bargain for quick sale; space needed. Apply Fleming Park Rd., Hunstanton. Phone 165. 900-246

INSULATED VANS

1956 BEDFORD complete with 19-ft. insulated container.

DUROSE GARAGE, Liverpool Rd., Cross Heath, Newcastle, Staffs. Phone, Newcastle 51331. 900-269

JEEP

M38. Late type, hard and soft top, low mileage, ex-U.S. Forces, from £150, Oxford Motor Co., 474 Cowley Rd., Oxford. Phone 78361 and 78166. 900-497

LUTON VANS AND PANTECHNICS

LET us quote you for a Freight light-alloy Luton on two-year guarantee.
FREIGHT ENGINEERING CO., Cray Rd., Sidcup, Kent. Phone Footscray 6851. 900-780

H. A. SAUNDERS, LTD.,
AUSTIN DISTRIBUTORS.

NEW AUSTIN 3-ton forward-control chassis-cab, choice of petrol or diesel engines, fitted with 1,705-cu.-capacity Luton bodies, walk-up tailboard, drop well, rear doors, interior light, ready for paint.

NEW AUSTIN 2-ton forward-control chassis-cab, choice of petrol or diesel engines, fitted with 750-800-cu.-capacity Luton bodies, walk-up tailboard, drop well, rear doors, available for painting.

NEW AUSTIN 30-cwt. chassis/chassis-cabs, petrol or diesel, fitted with Luton bodies, 500-650 cu. capacity, nearing completion.

ALWAYS a large selection of AUSTIN trucks and vans from 5 cwt. to 5 tons

H. A. SAUNDERS, LTD.,
836 HIGH ROAD,
FINCHLEY, N.12.
Hillsde 8822, ext. 22. 900-79

NEW Hi-bulk Luton on Morris J2, 440 cu. ft., available ex-stock, £702 10s, unpainted, £775 painted one colour, passenger seat and heater. Phone, Bishopscote 3393. 900-142

1959, December, BEDFORD 7-ton forward-control Dawnier Motors, Ltd., Ewell By-pass, Surrey. Ewell 2182. 900-181

ARLINGTON MOTOR CO., LTD.

OUR REPUTATION IS YOUR GUARANTEE.

IMMEDIATE delivery new normal-control 4-ton 30-cu.-ft. composite Luton body.

HIGH ROAD, PONDERS END, ENFIELD, MIDDX.
Howard 1266.

NEWPORT ROAD, CARDIFF. Cardiff 28734.

CORNARD ROAD, SUDBURY, SUFFOLK.
Sudbury 2301.

ARLINGTON MOTOR CO., LTD.

900-161

1953 FORD 4D 1,400-cu.-ft. pantechnicon, reconditioned engine, brakes, £250. Box CM0023. 901-xB2724

AUSTIN 4-ton 1,550-cu.-ft. capacity Luton van, diesel engine, immediate delivery, unladen weight 3 ton 8 cwt. 2 qrs.

H. A. SAUNDERS, LTD., Austin House, London Rd., High Wycombe, Buckinghamshire. Phone, High Wycombe 4541 (three lines). 901-9838

BEDFORD Luton van low loading, 7,000 miles since reconditioned engine fitted, one owner, body measurements inside 14 ft. 9 in. long, 7 ft. 8 in. headroom, 6 ft. 7 in. wide, also Luton 4 ft. by 6 ft. 7 in. by 3 ft. 6 in., bargain, £240. Mr. A. Hales, 7 Manor Rd., Wales, near Sheffield. Phone, Kiverton 476. 900-238

1953 Thames Luton, 1,000 c.c., P6.

1958 4D Luton, 1,450 c.c.

1952 MORRIS 15-cwt. Lutons.

1956 MORRIS 1-ton Luton.

1960 MORRIS Minibus.

BIRMINGHAM COMMERCIAL MOTOR AND BODYWORKS, LTD.

560 COVENTRY ROAD, BIRMINGHAM, 10.

Phone, Victoria 0437. 900-467

Miscellaneous Vehicles (contd.)

1958 Thames Trader 6D pantechnicon, walk-in tail-board, capacity 1,600 cu. ft., low mileage, in excellent order. £850.
1953 BEDFORD pantechnicon, very large all-alloy body, in very good order, one owner since new. £350.
RUSH GREEN MOTORS, Langley, Hitchin, Herts. Stevenage 174. 900-301

Luton Vans and Pantechnicons Wanted

WANTED, 1951-60 pantechnicons from 700 cu. ft. capacity to 1,300 cu. ft. capacity. The best buyers. Try us night and day. Greenwich 2033. Chandlers Motors, Ltd., 71 Greenwich South St., London, S.E.10. 900-421

MOBILE SHOPS, CANTEENS, ETC.

MOBILE grocers shop, laid out coachbuilt body, six months old on 1954 Guy diesel chassis, first-class order throughout, bargain price, £780. Locomotors, Ltd. Sidwell St., Exeter, Devon. 900-408

MUNICIPAL VEHICLES

REFUSE collection vehicles (surplus to contract). One R5 Model Bedford and one Pagefield, both fitted with Eagle Paladin Compressor bodies, are offered for sale in full working order. Demonstrations by appointment.
RICE ENGINEERING CO., LTD., 27 Coldharbour Lane, Camberwell, S.E.3. 900-617

BEDFORD Lacre road-sweeper collector 1954, petrol-engined, good condition, price £275.
G. E. NEVILLE AND SON, LTD., Mansfield. Phone 900-9788

Municipal Vehicles Wanted

WANTED Gully emptier with vacuum pump and tank, full particulars and price, etc. Ben Cooper, Clayton, Ipswich. 900-912

TANK WAGONS

LEYLAND Comet, Albion, Dennis, Dodge, Bedford, Austin 1,500- and 1,200-gal. spirit tankers and large stock of tanks, tankers, fuelless articulators and independent tanker trailers, cargo pumps and compressors, all types, list available. Bridge Motors (Commercial), Ltd., Station Garage, Botley, Southampton. Phone, Botley 2343. 900-600

IMMEDIATE delivery stainless-steel milk tank, 1,750-gal. capacity, mounted on latest-type Trader 75 chassis and cab. Will separate. Barton Townley, Ltd., Main Ford Dealer, Leicester. Phone 4317-8-9. 900-9815

1,300-GAL. 3-compartment AUSTIN chassis, choice of three, good runners, and clean. £400-169 2741.

1957 E.R.F. 8-wheel tanker, 6LW Butterfield 1,600-gal. 3-compartment, lagged and coils, fuel-oil tank, fitted chassis's lubrication, available immediately.

1957 ATKINSON 8-wheel tanker, 6LW, fitted new 4,000-gal. 5-compartment spirit tank, available shortly.

RYLAND GARAGE, LTD., Ryland St., off Broad St., Birmingham, 16. Edgbaston 4501-5. 900-202

1954 BEDFORD-SCAMMELL (diesel) with 2,000-gal. 4-compartment trailer with pump; choice of three.

1956 B.M.C. 1,200-gal. spirit tanker, three compartments, with pump, immaculate condition.

2,000-GAL. 4-compartment spirit SCAMMELL trailers.

OVER 30 Bedford's, Austins and Fords, 800-gal., 1,000- and 1,200-gal. tankers in stock suitable for spirit, paraffin or whey, with or without pumps.

F. A. DOLMAN, LTD., 215 North Rd., Southend-on-Sea. Phone 43262. 900-484

1954 BEDFORD 5-ton tanker, fitted with insulated tank, 1,100 gal. capacity, used only for carrying glucose and milk, Eaton power pump, good tyres, the whole vehicle in immaculate condition, £275.

TELLINGTON GARAGE, LTD., Huddersfield Rd., Oldham. Main 9109. 900-229

4,000, 3,600, 2,000 spirit fuel and oil tankers available, immediate delivery; articulated or rigid fitted new and second-hand 8-, 6- or 4-wheel chassis and tanks for chassis sold separately if required. Tanks, all makes to order.

HATTER BROS., Austin Agents, of Grays. Phone, Purfleet 5488. 900-328

TIPPING LORRIES

FODEN 8-wheel vehicle with twin underbody ram, in good working order. £550.

L. W. VASS, LTD., Ampthill, Bedford. Ampthill 3255. 900-778

JANUARY, 1960, Trader 7-ton Edbro drop-sided tipper, 9.00 x 20 tyres, heater and flashers, one owner, any expert examination, £865. Cost £1,500 new.

BARTON TOWNLEY, LTD., Ford Depot, 88 King St., Lancaster. 900-9814

BEDFORD 7-ton 5-type tipper, 1955, 8-cu.-yd. steel body, £290. Rover Transport, Hounslow 3404. 900-9813

1960 FORD Thames 7-ton diesel drop-side 6-cu.-yd. tipper, £775.

1959 BEDFORD 7-ton forward-control diesel 6-cu.-yd. fixed-side tipper, £745.

1958 Thames Trader diesel long-wheelbase drop-side tipper, £575.

DAWNIER MOTORS, LTD., Ewell By-pass, Surrey. Ewell 2182. 900-177

4 X 4 FORD Thames 1954 hydraulic tipper, very good condition, £225. Colnbrook 2741. 900-168

1960 Thames Trader 7-ton tipper, drop-side steel body, choice of a long and a short wheelbase, £875 each.

1953 A.E.C. 8-wheeler tipper, 9.6 engine, double drive, air brakes, in very good order throughout, well maintained by one owner since new, £1,600.

1955 ATKINSON 8-wheeler with 22-yd. alloy bulk tipping body, air brakes, 6LW engine, in very good order, choice of two, £1,600.

1959 DODGE 6-wheel bulk tipper, Leyland Comet engine, 2-speed axle, air brakes, 9.00 x 20 tyres, in first-class running order, £1,450.

1960, September, COMMER TS3 10-yd. tipper, as new, negligible mileage, £1,200.

1960 BEDFORD 7-ton normal-control 10-yd. tipper, as new, negligible mileage, £900.

1957 B.M.C. diesel, long-wheelbase bulk tipper with 2-speed axle, power steering, twin-ram tipper, in good running order, £475.

ALSO many other good tippers in stock.

RUSH GREEN MOTORS, Langley, Hitchin, Herts. Stevenage 174. 900-302

Miscellaneous Vehicles (contd.)

1947 8-wheel A.E.C. Mammoth Major tipper, 24-yd. aluminium body, two Pilot titania ram, reconditioned, 7.7-litre diesel engine just fitted, retained brakes, very good tyres all round, ready for the road, £1,250. Faulkners (Transport), Ltd., Wallington, Farnham, Hants. Phone, Farnham 4234. 900-381

A. SPRINGALL, LTD.

1959 COMMER 6-wheel drop-side bulk tipper, air brakes, 5-speed gearbox, heater, heavy-duty chassis, new engine, etc. cost £3,250, accept £2,100 o.n.o. H.P. arranged. A. Springall: Ltd., Plumstead Common, S.E.18. Woolwich 5313. 900-366

1956 Clydesdale long-wheelbase tipper, £595.

1959 BEDFORD 7-ton, 16-ft. 6-in. alloy floor, timber sides, 300 engine, 2-speed axle, £895.

1957 COMMER T534, medium wheelbase, air brakes, Pilot underfloor gear, two for £1,900.

A ALWAYS 20 new tippers in stock.

JOHN HUDSON, Doncaster Rd., Bawtry, Yorks. Phone, Bawtry 362. 900-507

NEW hydraulic tipper.

DODGE 7-ton 7-yd. all-metal underbody end tipper, drop sides, complete in primer. Kin 6136, Globe Auto Service, Ltd., 167 London Rd., Kingston-upon-Thames. 900-481

ALBION tipper, 8-wheel, double ram 1952 model, good tyres, £800. Bawtry Timber Co., Ltd., Martin Lane, Bawtry 338. 900-482

SEPTEMBER, 1959, 7-ton FORD Trader short-wheelbase tipper, Anthony hoist rear, 3-cu.-yd. body, 9.00 x 20 tyres, this vehicle is in good condition, £650.

R. JUSTICE, Winter Closes, Underwood, Notts. Phone, Langley Mill 3182; home, 3625. 900-439

Tipping Lorries Wanted

WANTED, BEDFORD A-type petrol- or diesel-engined short-wheelbase tippers, with or without bodies, Faulkners (Transport), Ltd., Wallington, Farnham, Hants. Phone, Farnham 4234. 902-9816

BEDFORDS with Perkins engines, Grimwades Transport, 166-8 Plumstead Common, S.E.18. Woolwich 5313. 900-368

TRACTORS

1954 FODEN F06 tractor unit, S.A.E. coupling, air brakes, one owner since new, well maintained.

1958 BEDFORD 12-ton tractor unit, Comet engine, 2-speed axle, S.A.E. coupling, in very good order, one owner.

TRAILERS for the above available if required.

RUSH GREEN MOTORS, Langley, Hitchin, Herts. Stevenage 174. 900-303

NEW FORD Trader tractor unit with latest Scammell coupling, for immediate delivery, painted green, Cottee and Edwards, Nottingham. Phone 46674. 900-441

1950 ALBION 8-ton unit, S.A.E. coupling, good condition, £175. East 1132. 900-443

TRAILERS

CARRIMORE. A trailer doubles the payload of your lorry and reduces the ton-mile cost proportionately. All models from 3 tons to 50 tons.

CARRIMORE SIX-WHEELERS, LTD., Carrimore Works, North Finchley, N.12, Hillside 3631-2. zzz-883

TRAILER Dollys, various size tyres, complete with fifth wheel, from £80 each. L. W. Vase, Ltd., Ampthill, Bedford. Ampthill 325. zzz-962

DYSON super trailers and semi-trailers.

THE best of haul investments.

R. A. DYSON AND CO., LTD., 76-80 Grafton St., Liverpool, 18. Phone, Royal 8434. Grams, zzz-829

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MAXIMUM capacity carrying tankers. All types available. Hatter Bros., Grays, Essex. zzz-665

WORK wanted for A-licensed 8-10 flat with driver, based Wandsworth area. Box CM9918, care of "The Commercial Motor." 900-9822

REFRIGERATED vehicle available for contract from April, 1961, based in Bedfordshire. Box CM0024, care of "The Commercial Motor." 901-SA274

OWNER-DRIVER requires contract for 7-ton vehicle, Midlands preferred, will purchase vehicle to suit. Box CM0020, care of "The Commercial Motor." 900-x2727

Miscellaneous Advertisements (contd.)

CONVERSIONS

CONVERT YOUR VEHICLES TO FORD 4D AND 6D POWER.

ALL MAKES OF VEHICLES UP TO 7 TONS CAN NOW BE FITTED WITH THE COST-CUTTING FORD 4D AND 6D ENGINES. MEANING:—

- LOWER INITIAL COST.
- MORE M.P.G.
- CHEAPER MAINTENANCE.

And the cost of conversion is very reasonable. Let us quote you for your vehicles.

QUICKS FOR FORDS.

INDUSTRIAL UNIT SALES DEPT.,
WILMSLOW ROAD, CHEADLE, CHESHIRE.

Phone, Mercury 2345-6. zzz-929

HENDYS FOR FORD.

BRITAIN'S FIRST FORD DEALER.

DIESEL 4D AND 6D ENGINES WITH REAR-END CONVERSIONS AT LOW COST

LET US QUOTE YOU.

PERCY HENDY, LTD.,

SOUTHAMPTON 28331 (EIGHT LINES).

zzz-955

FORK-LIFT TRUCKS

FORKLIFT trucks for sale!! Petrol, diesel and electric. Coventry Climax, Clark, Slacatrac, etc., from 1,500 lb. to 5,000 lb. capacity. Part-exchanges arranged. Speed Electrics, Dept. CM, Church St., Basford, Nottingham. Phone 75716. 901-9810

INSURANCE

PAUL CHILDS, LTD.,

58 BIRCH GROVE,

LONDON, W.3.

Acorn 2398.

BEST market rates—no-claims bonus to 40%. Monthly or quarterly payments accepted. 900-655

LOADING SHOVELS

OVERHAULED loaders: Chasidie diesel 500, 1957, in really good order. 1985 o.n.o. Merton R50 2-way loader, 1957, 1-cu-yd bucket, a first-class machine at £795. Weatherill diesel 2HC, 1945, thoroughly checked over 6695 o.n.o. Weatherill diesel 4H overloader, 1956, carefully overhauled, 6675 o.n.o. 1957 County special forestry-swamp tractor fitted 30-in. tracks and Boughton winch. 800 hours work only, excellent condition, new price £2,800, offered at £1,050. 1955 Chasidie diesel cable loader, £245.

MERTON ENGINEERING CO., LTD., Fagus Rd., Feltham, Middlesex. Phone, Feltham 6208. 900-165

MISCELLANEOUS

USE fluorescent lighting in your motor van by using a 12-volt D.C. input rotary converter, 230 v. A.C. output, 100 watts, £10 15s. Universal Electric Co., Ltd., 2 Constance Rd., Enfield. 900-9782

NOTICES

PRIVATE, confidential and technical literature translated German/English/German. Moderate terms. Translators, 43 Buckland Rd., Maidstone. 900-9809

PACKING AND SHIPPING

ROYAL 5161. The quickest way of shipping your car anywhere in the world is through FLEXHILL SHIPPING CO., LTD., 6 Rangoon St., E.C.3. 900-741

SITUATIONS VACANT

A.M.I.M.I. City and Guilds, A.M.I.Mech.E., etc., on "No pass no fee" terms. Over 90% successes. For details of exams, and courses in all branches of auto, diesel, area, mechanical engineering, etc., write for 148-page handbook, free. B.I.E.T. (Dept. 725), 29 Wright's Lane, London, W.8. zzz-812

WANTED. Manager, or under-manager for heavy haulage company, state salary and experience. Box CM453, care of "The Commercial Motor." 900-9799

COMMERCIAL vehicle sales representative required, basic salary, commission, pension scheme, car provided; trainee with workshop experience would be considered. Apply in writing, giving full details of career to date, record of sales, age, etc., to Bristol Motor Co., Ltd., Ashton Gate, Bristol, 3. 900-9813

APPLICATIONS are invited for the appointment of transport manager to a C-licence fleet of 25-30 box-vans and articulated pantechnions in the Grays, Essex area; applicants should be between 30 and 40 years of age and should have had previous transport management experience, should be conversant with modern maintenance procedure and have a comprehensive knowledge of the Road Traffic Act; excellent pension scheme. Applications should be made, stating briefly experience and salary required, to Box CM993, care of "The Commercial Motor." 900-9814

FITTERS. First-class heavy commercial mechanics, with experience of Albion, Leyland, etc., must be capable of working without constant supervision; top rates for good men; permanency; pensions scheme; ideal for men wishing to settle in south. Leonard Beer and Co., Ltd., The Causeway, Redbridge, Southampton. Phone, Totton 2624. 900-9815

Miscellaneous Advertisements (contd.)

FLEET SALES REPRESENTATIVE.

MAIN DISTRIBUTORS FOR VAUXHALL CARS AND BEDFORD TRUCKS IN NORTH WEST TERRITORY WISH TO MAKE THE ABOVE APPOINTMENT.

This is an executive position and applicants must have proven sales records in truck selling. Salary, commission, car and pension. Details of age and experience, in strict confidence, to:—

GENERAL SALES MANAGER,

BOX CM001,

CARE OF "THE COMMERCIAL MOTOR" 900-70

A Senior commercial sales representative is required by an established Routes Group main dealer situated within 70 miles of London. Applicants should be men of high integrity and with a proven sales record in the commercial vehicle field. Some knowledge of valuations an asset. The position offers wide scope for advancement; pension scheme; car provided. Apply giving fullest particulars, salary required, etc., to Box CM004, care of "The Commercial Motor." 901-9836

FULLY experienced commercial vehicle salesman required for Bedford distributor, part Hants and Dorset, only applicants with previous sales record need apply. Car provided. Box CM008, care of "The Commercial Motor." 901-9837

SENIOR sales representative, commercial vehicles, required by Austin distributors; excellent opportunity for suitable candidate to take charge eventually of department; car supplied. A vacancy occurs for a junior sales representative, commercial vehicles. Applicants should apply to Sales Director, Amtey's, Ltd., Austin Distributors, Stone St., Maidstone. 900-9811

COMMERCIAL vehicle salesman required by Bedford main dealer Surrey-Middlesex borders, experience and enthusiasm essential. Apply Box CM9914, care of "The Commercial Motor." 900-9817

PARTS manager required for Vauxhall-Bedford main dealer depot Surrey-Middlesex borders. Bungalow available to suitable applicant. Apply Box CM9915, care of "The Commercial Motor." 900-9818

THE EAST MIDLANDS GAS BOARD

REQUIRE AN

ASSISTANT

TO THE

DIVISIONAL TRANSPORT OFFICER

AT ITS DIVISIONAL HEADQUARTERS, DERBY.

Applicants should be fully experienced in the servicing of vehicles and plant and knowledgeable of the various Road Traffic Acts and Regulations. Must be capable of carrying out inspections on a large fleet of vehicles and plant of all types.

Salary within range £770/£870.

Apply giving full details to:—

DIVISIONAL GENERAL MANAGER,

EAST MIDLANDS GAS BOARD,

NOTTS AND DERBY DIVISION,

P.O. BOX NO. 62,

FRIAR GATE,

DERBY.

900-7

TRANSPORT CONTROLLER

WE are a rapidly expanding Engineering Company now employing 1,700 people.

A Large proportion of our output is handled by our own fleet of vehicles ranging from 15 cwt. to 7 tons. In addition the company owns some 80 private cars.

THE initial appointment will be to control the commercial fleet, and subsequently to assume responsibility for the private cars. There is an efficient maintenance unit.

MEN experienced in this field are invited to apply giving full details of experience to Box CM002, care of "The Commercial Motor," quoting reference TC/33. 900-69

DRIVING and Traffic Examiners: Ministry of Transport. At least 110 posts in most parts of the United Kingdom for men and women at least 28 and under 55 on 1.8.1. candidates must have held a position of responsibility, and must have wide and recent experience of driving different types of vehicles (preferably including motor cycles), detailed knowledge of the Highway Code, and good personal qualities, selection by special driving test and interview, national salary scale £759-£832. Prospects of establishment and promotion. Write Civil Service Commission, Burlington Gardens, London, W.1. for application form, quoting 182/61. Closing date April 11, 1961. 900-16

PARTSMAN/Counterhand for Vauxhall/Bedford: high wages, apply, Green Garage, Ltd., 641 Staines Rd., Bedford, Middx. 900-76

COMMERCIAL vehicle salesman with proved record required by main Ford dealers, salary, commission, car and pension scheme, excellent prospects for experienced man. Applications in writing, giving full details, to the Sales Manager, Warrington Motor Co., Bank St., Warrington. 900-54

MAIN B.M.C. distributors in Surrey area require a commercial vehicle sales manager, applicant must be experienced in all aspects of the commercial vehicle business, and must have a first-class record, excellent salary and prospects for the right man. Apply in first instance by letter to Box CM007, care of "The Commercial Motor." 900-67

TRANSPORT Manager with Scottish traffic connections required for London office, must be able to work by himself, good wages for experienced man, driving licence essential, write full particulars, age, experience to Box CM006, care of "The Commercial Motor." 900-68

March 17, 1961—THE COMMERCIAL MOTOR 93
(Supplement)

Miscellaneous Advertisements (contd.)

A VACANCY EXISTS FOR A

COMMERCIAL VEHICLE AND P.S.V. VEHICLE REPRESENTATIVE

TO OPERATE FROM OUR NEWLY-OPENED DEPOT DEVOTED EXCLUSIVELY TO COMMERCIAL SALES

This position offers exceptional opportunities to a man who possesses a successful record in this field and is capable of high earnings and working without supervision.

Apply giving brief details in writing to:—

THE SALES DIRECTOR,

LUTON COMMERCIAL MOTORS, LTD.,

THE SQUARE,

DUNSTABLE BEDS. 900-274

COACH body builder required, fully experienced in heavy and light commercial body building. Apply Nightingale Eng. Co., Ltd., Balham, S.W.12. Battersea 2193. 900-148

EXPERIENCED Traffic Clerk, capable of taking managerial duties and full control, wanted for progressive rural transport concern (general haulage), North Cheshire base. Write stating experience and salary required. Box CM0025, care of "The Commercial Motor." 901-8275

FOREMAN wanted for small modern bodyshop specializing in commercial and P.S.V. repairs, good scope to live, energetic man with good records. Apply Box CM9511, care of "The Commercial Motor." 900-478

MANAGER required for medium but expanding company, N.W. London, engaged household and office re-novations, warehousing, shipping, distribution and general haulage. Applicant must be fully experienced and capable of running concern without supervision and of obtaining business at the highest level. Accommodation may be available. Commencing salary £990-£1,000 plus share of profit. Box CM987, care of "The Commercial Motor." 900-476

EXPERIENCED Commercial Vehicle Salesman required by Austin distributors good basic salary and generous commission, car provided. Write to Sales Manager, Bournemouth Imperial Motors, Ltd., 185 Old Christchurch Rd., Bournemouth. 900-511

APPLICATIONS are invited for the position of service manager with a B.M.C. distributor in North Lancashire, pension scheme. Apply Box CM0014, care of "The Commercial Motor." 900-282

TYRE traveller required by distributors in South London area, good salary and commission, apply Box CM0012, care of "The Commercial Motor." 900-280

LONDON GENERAL CAR CO., LTD., who are the largest operators and repairers of taxicabs in the country wish to appoint a General Works Manager initially to supervise the reorganization and expansion of their repair facilities into new premises during 1961. Applicants must be between 25 and 45, O.N.C. standard and have experience of similar work where repetitive vehicle repair techniques applied. Salary according to age and experience; pension scheme; car provided. Eventual appointment to boss intended. Write, giving full details to Managing Director, 1-3 Bristol Rd., London, S.W.9. 901-9843

SITUATIONS WANTED

YOUNG man (28) City and Guilds, A.M.I.M.I. examinations passed, seeks position as management trainee or technical assistant with garage or transport concern. Box CM009, care of "The Commercial Motor." 900-82678

STORAGE ACCOMMODATION

WREXHAM. Those requiring a distributing centre, depot, warehousing, storage, transport and other facilities, co-operation and genuine service are invited to communicate—all propositions considered. Hugh Dodd, Ltd., Haulage and Storage Contractors, Chester, or Wrexham. 900-4

STORAGE AND DISTRIBUTION

LENHAM STORAGE CO., LTD., near Maidstone, Kent. Southern England's foremost warehouses, capacity 3½ million cu. ft. For storage and daily distribution of all classes of commodities by own covered transport throughout Kent, Surrey, Sussex and Hants. Phone, Lenham 441 (five lines). zzz-792

DRY warehousing, Essex 3,200 sq. ft. at platform level, covered loading area, suitable road or waterborne traffic, redistribution if required. Box CM9911, care of "The Commercial Motor." 900-210

TENDERS

CITY OF MANCHESTER.

TENDERS, RETURNABLE BY MARCH 29, 1961, ARE INVITED FOR THE SUPPLY AND DELIVERY OF:—

1. THIRTEEN

MORRIS COMMERCIAL DIESEL CHASSIS

2. THIRTEEN

AMBULANCE BODIES.

Specifications and Tender forms obtainable from the Medical Officer of Health, Ambulance and Transport Service, 81 Belle Vue Street, Manchester, 12.

PHILIP B. DINGLE,

Town Clerk.

900-277

A61

Miscellaneous Advertisements (contd.)

URBAN DISTRICT COUNCIL OF BASILDON.

TENDERS ARE INVITED FOR THE SUPPLY OF ALL OR ANY OF THE FOLLOWING:—

- 2 NO. BEDFORD 3-TON LORRIES.
- 2 NO. FORDSON 5-CWT. VANS.
- 1 NO. FORDSON 10-12-CWT. VAN.
- 1 NO. FORDSON 15-CWT. PICK-UP TRUCK.
- 1 NO. FORDSON 15-CWT. WITH 3-CU.-YD. EAGLE REFUSE BODY.
- 4 NO. FORDSON DEXTRA OR FERGUSON FE35 TRACTORS.
- 1 NO. HYDRAULIC LOADING SHOVEL FOR FORDSON MAJOR DIESEL TRACTOR.

Further particulars, specifications and tender forms obtainable from Engineer and Surveyor, Council Offices, 88 Town Square, Basildon.

Completed tender forms to be returned to me by not later than March 29, 1961.

A. HATT,
Clerk of the Council,
900-78

CITY OF PETERBOROUGH.

SUPPLY OF VEHICLE.

TENDERS ARE INVITED FOR THE SUPPLY AND DELIVERY OF

ONE
MORRIS MINOR VAN

OR ONE

AUSTIN 7 VAN.

AND THE TAKING IN PART EXCHANGE FOR THE NEW VEHICLE OF ONE BRADFORD VAN.

Specification, Form of Tender and Conditions may be obtained from the City Engineer, Town Hall, Peterborough, and must be delivered to the undersigned not later than 10 a.m. on Saturday, March 25, 1961.

C. PETER CLARKE,
Town Clerk.

Town Hall,
Peterborough,
March, 1961

901-9828

Miscellaneous Advertisements (contd.)

**MANCHESTER CORPORATION
WATERWORKS.**

TENDERS ARE INVITED FOR THE SUPPLY AND DELIVERY TO GREAT HARWOOD, LANCA-SHIRE, OF

ONE
ARTICULATED VEHICLE

COMPRISING:—

(A) TRACTOR UNIT; DIESEL,

AND

(B) SEMI-TRAILER, 10-TON LADEN, 24-25 FEET LONG WITH DROP SIDES, AUTOMATIC COUPLING AND FIFTH WHEEL, IN GREY PRIMER FINISH ONLY.

Tender documents will not be issued and tenderers should submit full specifications of the Vehicle, etc., offered and include alternative prices for normal and forward control. The earliest delivery available should be stated.

Tenders enclosed in sealed envelopes endorsed "Tender for Articulated Vehicle" and addressed to the Chairman of the Waterworks Committee, Town Hall, Manchester, 2, must be delivered not later than 10 a.m. on Wednesday, April 5, 1961.

900-14

**GLASGOW CORPORATION CLEANSING
DEPARTMENT.**

VEHICLES.

OFFERS ARE INVITED FOR THE SUPPLY OF A NUMBER OF MECHANICAL VEHICLES COM-PRISING:—

- REFUSE COLLECTORS;
- SWEPPER COLLECTORS;
- GULLY EMPTIERS;
- PEDESTRIAN-CONTROLLED TRUCKS;
- 5-CWT. VANS AND A BREAKDOWN WAGON.

Particulars of the vehicles and tender forms may be obtained from the Director of Cleansing, 235 George St., Glasgow, C.1, and tenders should be returned to me by April 10, 1961.

ALEXANDER ROOKE,

Town Clerk.

City Chambers, Glasgow, C.2.

900-5

Miscellaneous Advertisements (contd.)

TENDERS ARE INVITED FOR THE SUPPLY OF A

MOBILE LIBRARY

AND A

DELIVERY DISPLAY VAN

ON BEDFORD OR FORD THAMES 3-TON CHASSIS.

Specifications and drawings available from County Librarian, Prospect Place, Trowbridge. 900-15

COUNTY BOROUGH OF OLDHAM.

PUBLIC HEALTH DEPARTMENT.

TENDERS ARE INVITED FOR THE SUPPLY OF ONE

BEDFORD J.1 AMBULANCE CHASSIS.

FITTED HEAVY DUTY ELECTRICAL EQUIPMENT.

AND ONE

BEDFORD CAIZ AMBULANCE CHASSIS.

FITTED WITH HEAVY-DUTY TYRES, SPRINGS AND ELECTRICAL EQUIPMENT, OR TO MANUFACTURER'S CURRENT SPECIFICATION.

Forms of tender, containing condition and service particulars, may be obtained from the Medical Officer of Health, Public Health Department, Town Hall, Oldham.

Tenders must be received at the above address no later than Tuesday, April 4, 1961. 900-526

CITY OF MANCHESTER. Offers are invited by April 14, 1961, for a 1942 Merryweather 100-ft. turntable ladder, on a Leyland chassis, the ladder is in good operational condition and may be inspected by arrangement with the Chief Officer, City of Manchester Fire Brigade, Fairfield St., Manchester 1, from whom further particulars and form of offer may be obtained. 900-527

BOOKS AND PUBLICATIONS

MAINTENANCE RECORD (Charnwood Series No. 59). A life history of each vehicle with tyre records, petrol and oil consumption. 4s. 6d. post free.

DIESEL oil stock books. Cost books, etc. Send for descriptive list.

CHARNWOOD PUBLISHING CO., LTD. Coalville, Leicestershire. 222-869

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Remittances should be crossed and made payable to TEMPLE PRESS LIMITED.

SIGNATURE: _____

MOTOR VEHICLE MECHANICS' TEXTBOOK (Second Edition), by F. K. Sully. Based on the syllabus of the City and Guilds of London Institute Examination in Motor Vehicle Service Mechanics' Works, this book is designed for students entering for the Award of the National Craftsmen's Certificate of Automobile Technology. It deals with many of the mathematical and mechanical problems which a motor-vehicle mechanic is likely to encounter in his work. Illustrated. 237 pages. 12s. 6d. net from booksellers or 13s. 4d. by post from the publishers. Temple Press Limited, Bowling Green Lane, London, E.C.1.

"MODERN CLEANSING APPLIANCES." by Ashley Taylor. A survey of the municipal cleansing field, with information on its practices and appliances both in Great Britain and abroad. Illustrated. 160 pages. 12s. 6d. net from booksellers, or 13s. 4d. by post from the publishers. Temple Press Limited, Bowling Green Lane, London, E.C.1.

THE ROAD TRANSPORT ENGINEER. Edited by G. Mackenzie Junner. This textbook deals with the specialized work of the engineer in the maintenance, repair and overhaul of commercial vehicles employed in transport of goods and passengers. Its contents range from the basic principles of vehicle maintenance to the economics of operation, and embrace insurance, road transport law and management. 196 pages. Illustrated. Price 21s. net from booksellers, or 22s. by post from the publishers. Temple Press Limited, Bowling Green Lane, London, E.C.1.

"FARM MECHANIZATION" DIRECTORY, 1958-59. Compiled by the staff of "Farm Mechanization." Established as the complete guide for farm machinery importers, dealers and manufacturers throughout the world. Sections are devoted to tractors and their specifications, implements, test reports and manufacturers' names and addresses. Illustrated. 462 pages. 30s. net from booksellers, or 31s. 9d. by post from the publishers. Temple Press Limited, Bowling Green Lane, London, E.C.1.


Books and Publications (contd.)

THE OPERATORS' GUIDE TO THE TRANSPORT ACT, 1953. Explains the process of denationalization of road goods transport and the rights and liabilities of road transport operators. 32 pages. 1s. 6d. net from booksellers, or 1s. 8d. by post from the publishers. Temple Press Limited, Bowling Green Lane, London, E.C.1.

WHO'S WHO IN THE MOTOR INDUSTRY (Third Edition). A directory of Personnel in the British Motor and Commercial Vehicle industries and a comprehensive guide to constituent companies in the two industries, and to allied organizations and trade associations. Includes sections on 14 Motoring Press, British Motor Clubs and an extensive Biographical Section. 548 pages. Price 42s. net or 43s. 6d. by post from the publishers. Temple Press Limited, Bowling Green Lane, London, E.C.1.

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HENRY BOYS & SON LTD.
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DAGENHAM MOTORS
WOOLWICH
WOO 7771
TRUCK SALES DEPT.

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The only (low priced) UNIVERSAL DIESEL INJECTOR TESTER
FOR EFFICIENT DIESEL SERVICE

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151 Great Portland Street, London, W.1.
Telephone: LANGham 7191-2-3

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AIRPORT WORKS • CAMBRIDGE

Sales Representatives

required for

Northern and Midland Areas

Must be keen and progressive in outlook and preferably having some knowledge of Commercial Body Building and Sales.

GOOD PROSPECTS

Applications, giving full details to
PERSONNEL MANAGER

GLAZING TOOLS WANTED

2,000 sets of simple glazing tools for cab windows or similar are required.

Tools must be suitable for use with self-sealing weatherstrip.

Quotations to Box No. CM991

c/o The Commercial Motor,
Bowling Green Lane, London, E.C.1.

TYRES!!! TYRES!!! TYRES!!!

H. MATTHEWS LTD.

10,000 Tyres always in stock.

ALL MAKES AND SIZES SAVE MONEY

Phone, write or call

89-97 Stockwell Road, London, S.W.9.

BRIXTON 2826 (8 lines)

Export Dept. 2027



A TRANSPORT MANAGER

is required by the British Oxygen Company Limited

This senior position will be based at Birmingham. The selected applicant will be responsible for a fleet of several hundred commercial vehicles and cars based at a number of works in Wales and the western half of England.

Candidates should be in the age bracket 30 to 45 and should have a sound knowledge of both the operation and the maintenance of transport. A recognised transport qualification is essential.

The salary and condition of service offered are commensurate with the seniority and importance of the appointment. A company car will be provided.

Applications should give full details please, including present salary, and should be sent to:—

The Staff Officer (CM/H1089),

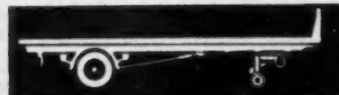
THE BRITISH OXYGEN COMPANY LIMITED,

Bridgewater House, Cleveland Row, St. James's, London, S.W.1.

PRIMROSE: Full details
PRIMROSE GROUP
SALES
Clitheroe Rd.
Whalley, Lancs.
Tel.: 831607
THIRD AXLE and TWIN STEER CONVERSIONS FOR EXTRA PAYLOAD

INSULATED VANS
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VINCENT OF YEOVIL LTD.
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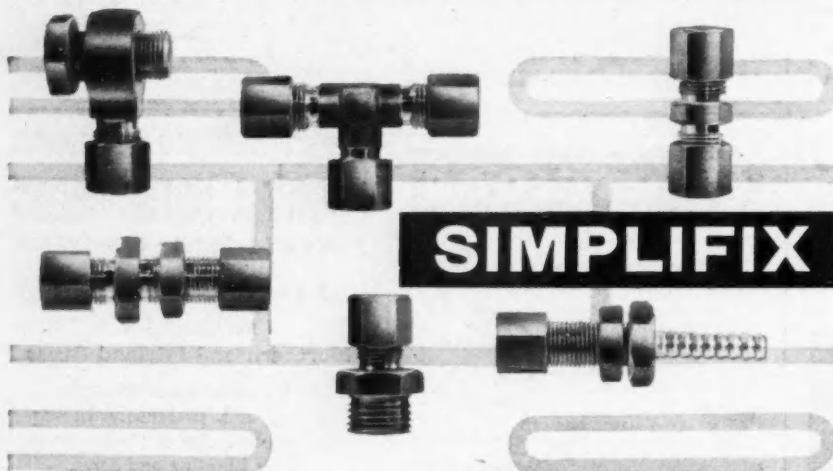


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that
Carries
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J. BROCKHOUSE & CO. LTD., VICTORIA WORKS, WEST BROMWICH.

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CHASSIS LUBRICATION PIPE COUPLINGS



SIMPLIFIX

Immediate
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from stock

• Straight couplings, Stud couplings, "Y" couplings, Tees, steel and brass banjos, Bulkhead fittings, hose inserts etc., available from stock.

• Anti-friction washer prevents pipe twisting.

• Nylon tube also supplied in wide range of colours or sizes.

• Special olives and securing nuts for nylon tube supplied for use with standard bodies.

• Easy to fix—no work required on tube end.

As an added assurance that your chassis lubrication system will be permanent and trouble-free, fit Simplifix Chassis Lubricator Pipe Fittings.

This range of compression fittings for copper, Bundy or nylon tube has been specially developed in co-operation with leading chassis lubrication specialists. Simplifix couplings are easy to fit and absolutely dependable. Millions now in daily use are giving complete satisfaction. No delivery worries—every item in this range is available from stock. Further information gladly supplied on request.

SIMPLIFIX COUPLINGS LIMITED · HARGRAVE ROAD · MAIDENHEAD · BERKS · TELEPHONE: MAIDENHEAD 5100 · A MEMBER OF THE ALENCO GROUP OF COMPANIES

UP HILL OR DOWN

WESTINGHOUSE AIR BRAKE EQUIPMENT

means **CONFIDENCE**

WESTINGHOUSE BRAKE AND SIGNAL CO., LTD. (AUTOMOTIVE & INDUSTRIAL PRODUCTS DIVISION) HANHAM RD., KINGSWOOD BRISTOL. BRISTOL 47-1781

Sole Agents for Road Transport Undertakings: EQUIPMENT & ENGINEERING CO. LIMITED 2-3 NORFOLK ST. STRAND LONDON W.C.2



A WIDE CHOICE OF NEW AND USED TRUCKS AND VANS ALWAYS IN STOCK.

**Whenever you are in a Hurry
for GENUINE BMC PARTS
AUSTIN CARS—VANS—COMMERCIAL VEHICLES MORRIS**

Come and be spoilt by a service that satisfies

Factory-reconditioned Engines (Petrol and Diesel), Gear Boxes, Differentials, Steering Gears, etc., off the Shelf

All Phone and Mail Orders on the way the same day

FERRARIS OF CRICKLEWOOD LTD.

200-220 CRICKLEWOOD BROADWAY, LONDON, N.W.2

Hours of Business—Mon. to Fri. 8 a.m.—5.30 p.m. : Sat. 8 a.m.—noon

TELEX No. 21215 LONDON

GLADSTONE 2234 (6 lines)

THE INDEX TO ADVERTISERS WILL BE FOUND ON PAGE 41

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Portrait...

of a
North Pole
driver...
YOURS?

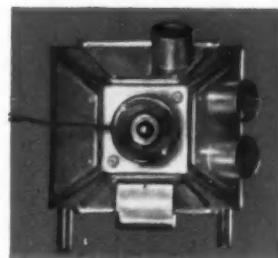
Do your drivers go out padded and blanketed against cold-comfort cabs? A driver numbed with cold *can't* do his job properly, less so when he's encumbered with heavy clothing and gloves. And a constantly misting-up windscreen doesn't help either. This is where the 'D9' comes into its own. It has four outlet panels, which can be supplied in any combination to feed up to six demister nozzles, as well as to provide really comfortable cab heating. Put your mind—and your drivers—at ease with the Clayton D9.

'D9' fresh air CAB HEATER DEMISTER

D9 gives 11,250 B.Th.U's per hour at 150° F.t.d.—equivalent to 3.3 kilowatts, with 105 cu. ft. per minute airflow.

D9 is a fresh air heater providing ideal cab ventilation in all weathers.

D9 comes in kit form complete with all the necessary parts, 2 demister nozzles and fitting instructions (additional nozzles and hose to order).



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